TUGAS AKHIR

STUDI PENYEMPURNAAN METODE PENILAIAN KERUSAKAN JALAN BERDASARKAN EVALUASI VISUAL UNTUK KONDISI KERUSAKAN JALAN DI INDONESIA

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BIDANG STUDI PERHUBUNGAN
JURUSAN TEKNIK SIPIL
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SURABAYA
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TUGAS AKHIR

STUDI PENYEMPURNAAN METODE PENILAIAN KERUSAKAN JALAN BERDASARKAN EVALUASI VISUAL UNTUK KONDISI KERUSAKAN JALAN DI INDONESIA

Mengetahui / Menyetujui :
Dosen Pembimbing

(Ir. INDRASURYA B. MOCHTAR, M.Sc. Ph.D.)

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KATA PENGANTAR

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STUDI PENYEMPURNAAN METODE PENILAIAN KERUSAKAN JALAN BERDASARKAN EVALUASI VISUAL UNTUK KONDISI KERUSAKAN JALAN DI INDONESIA

Tugas Akhir ini merupakan salah satu syarat kelulusan untuk program sarjana pada jurusan Teknik Sipil, Fakultas Teknik Sipil dan Perencanaan, Institut Teknologi Sepuluh Nopember, Surabaya.

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Surabaya, 21 Juli 1990

Penulis

DAFTAR ISI

BAB I

PENDAHULUAN

1.1. LATAR BELAKANG

Kerusakan jalan merupakan masalah yang sering dijumpai. Banyak ruas-ruas jalan di kota-kota besar dengan kondisi rusak. Kondisi demikian merupakan masalah bagi hampir setiap kota besar di Indonesia. Ruas jalan dengan kerusakan kecil sering tidak mendapat perhatian sehingga kerusakan tersebut semakin parah dan mengakibatkan kapasitas jalan tersebut berkurang.

Prioritas perbaikan jalan dapat ditentukan dengan mengadakan pemeriksaan kondisi jalan secara periodik. Dengan pemeriksaan ini dapat ditentukan jalan mana saja yang perlu diprioritaskan perbaikannya. Pemeriksaan kondisi jalan dapat dilakukan dengan cara mekanikal maupun dengan cara visual. Pemeriksaan kapasitas

struktur perkerasan umumnya menggunakan metode mekanik, sedangkan untuk evaluasi kerusakan perkerasan umumnya dilakukan secara visual.

Pemeriksaan kondisi perkerasan jalan di kota dengan menggunakan alat-alat besar, semacam Benkelman Beam, sudah tidak memungkinkan lagi. Disamping itu penggunaan Benkelmen Beam kurang cocok untuk jalan jalan di kota karena banyak jalan di kota yang tidak dilalui kendaraan berat, tetapi tetap saja rusak dan memerlukan perawatan. Hasil Benkelmen Beam umumnya menunjukkan angka lendutan balik yang kecil, sedang jalan di kota pada prinsipnya hanya memerlukan perawatan permukaan saja. Disamping itu metode Benkelmen Beam kurang cocok untuk lalu lintas yang ramai karena dapat menimbulkan problem lalu lintas. Pemakaian alat-alat pengukur kerusakan yang cukup canggih sebenarnya merupakan pemecahannya, tetapi hal ini terbentur pada masalah dana, karena harga alat-alat tersebut cukup mahal dan untuk satu jenis alat hanya mengukur jenis kerusakan tertentu saja.

Metode pemeriksaan kerusakan secara visual merupakan salah satu pemecahan yang baik, karena cukup praktis, sederhana, dan efisien. Ada beberapa metode penilaian tingkat kerusakan secara visual yang sering digunakan selama ini.

Di Indonesia, metode pemeriksaan tingkat kerusakan jalan secara visual telah dikembangkan oleh Puslitbang Jalan tahun 1979. Metode ini telah dipakai untuk inventarisasi jalan-jalan negara oleh bina marga. Pada pertengahan tahun 1988 Yoganandan memperkenalkan metodenya untuk digunakan di Indonesia. Selain kedua metode tersebut, metode Texas (1979) mulai dipakai oleh beberapa instansi yang terkait dengan program pembinaan jalan. Harijanto dan Abidin (1988), telah mengembangkan suatu metode penilaian yang berdasarkan metode Pennsylvania (USA). Selain itu masih dikenal beberapa metode yang lain, diantaranya metode Miami (Florida, USA).

Pada beberapa macam metode tersebut masih terdapat beberapa kekurangan dalam meberikan nilai kerusakan jalan. Disamping itu secara umum metode yang dipakai di Indonesia adalah metode yang dicangkok dari negara maju, hal ini menyebabkan adanya ketidak sesuaian kondisi dengan kondisi kerusakan di Indonesia. Sebab itu perlu diadakan studi untuk menentukan cara penilaian yang sesuai dengan kondisi di Indonesia.

1.2. TUJUAN STUDI

Tujuan studi ini adalah menetukan suatu cara penilaian tingkat kerusakan jalan yang merupakan

penyempurnaan dari metode yang telah dikembangkan sebelumnya. Metode tersebut nantinya diharapkan dapat dipakai untuk penilaian kerusakan jalan di Indonesia.

1.3. METODOLOGI STUDI

Langkah-langkah yang dilakukan dalam melakukan studi ini adalah :

1. Beberapa jalan diambil sebagai studi kasus yang akan ditinjau kerusakannya.
2. Evaluasi kerusakan terhadap jalan tersebut dengan menggunakan beberapa metode yang ada yaitu metode Bina Marga, metode Yoganandan, metode Texas, metode Harijanto dan Abidin, dan metode Miami.
3. Dilakukan perbandingan antara hasil yang diperoleh pada satu metode dengan hasil yang diperoleh pada metode yang lain, perbandingan antara panjang seksi 100 meter dengan panjang seksi 500 meter dan 1000 meter, perbandingan antara satu metode dangan metode yang lain terutama kelebihan dan kekurangan masing-masing metode.
4. Penyempurnaan metode dengan memperhatikan kelebihan dan kekurangan yang ada.
5. Penentuan saran-saran untuk langkah perbaikan jalan sesuai dengan angka kerusakan yang diperoleh.

1.4. RUANG LINGKUP STUDI

Karena keterbatasan waktu dan literatur yang tersedia maka studi untuk tugas akhir ini, perlu diberikan pembatasan permasalahan sebagai berikut:

- Studi ini hanya menilai tingkat kerusakan jalan dengan tidak meninjau kondisi konstruksi bawah perkerasan.
- Pengambilan ruas jalan untuk studi kasus pada 10 ruas jalan dengan kondisi baik sampai buruk.
- Penentuan kondisi jalan berdasarkan 5 (lima) metode penilaian yang ada, yaitu metode Binamarga, metode Yoganandan, metode Texas, metode Harijanto dan Abidin, dan metode Miami.
- Tidak dibahas analisa biaya untuk metode perbaikan yang diusulkan untuk jalan-jalan yang ditinjau.

1.5. KERANGKA PENULISAN

Tugas akhir ini terdiri dari 6 Bab. Bab I merupakan uraian tentang latar belakang masalah yang dibahas dalam Tugas Akhir ini, dan diuraikan pula tentang tujuan dan lingkup masalah yang dibahas. Pada Bab II diuraikan mengenai dasar-dasar metode penilaian kerusakan jalan dan diuraikan juga mengenai macam-macam kerusakan jalan.

Pada Bab III diuraikan mengenai metode pengumpulan data lapangan dan hasil penilaian dari metode-metode

yang dipakai. Pada Bab IV diuraikan mengenai evaluasi data hasil penilaian kerusakan jalan. Pada Bab ini juga diuraikan tentang perbandingan metode yang satu dengan yang lain.

Bab V diuraikan mengenai langkah-langkah yang harus diperhatikan dalam penyempurnaan metode penilaian. Pada bab V diuraikan tentang metode hasil penyempurnaan yang dilakukan.

Bab VI merupakan kesimpulan dari studi yang dilakukan dan saran-saran yang diajukan untuk langkah selanjutnya.

BAB II

DASAR DASAR METODE EVALUASI KONDISI PERKERASAN

2.1. UMUM

Evaluasi kondisi perkerasan dapat dilakukan dengan memakai alat pengukur khusus atau dilakukan dengan pengamatan visual atau secara photografik. Pengalaman menunjukkan bahwa kedua metode tersebut saling melengkapi. Pemakaian alat pengukur dengan efisiensi tinggi mulai banyak digunakan menggantikan evaluasi secara visual. Tetapi evaluasi visual masih dipakai karena :

-Tidak semua jenis kerusakan dapat di evaluasi dengan alat pengukur.

-Pemakaian alat pengukur khusus mengakibatkan adanya informasi yang tidak tercatat.

-Evaluasi visual dan mekanikal tidak memberikan hasil yang sama.

Oleh karena itu kedua metode dapat dikombinasikan untuk mendapatkan hasil yang memuaskan.

Pemeriksaan lendutan, skid resistance, profil melintang, profil memanjang ,dan kekasaran permukaan dapat digunakan alat-alat khusus. Jenis alat-alat yang sering dipakai adalah :

- Alat pengukur lendutan, antara lain : Lacroix Deflectograph (Perancis), Benkelman beam (USA), Californian Deflectometer (USA), Danish Deflectograph, CEBTP Curviametre (Perancis), South African Curvature Meter, Dynaflect, Road meter (USA), Stuttgart Deflecto Meter (Jerman), dan Shell Vibrator (Belanda).
- Alat pengukur skid resistance, antara lain : CEBTP Stradograph; LPC Trailer (Perancis), Stuttgart trailer (Jerman), SCRIM, Odoliograph (Inggris), RWL Trailer (Belanda) BVS Trailer (Swedia), ASTM (USA), dan RRL Pendulum (Inggris).
- Alat pengukur profil melintang ,antara lain : RWL Rut meter (Belanda), Tranverse Profile and Rut Meter (Swedia), Photographic Rut Meter (Jepang), dan Straightedge.
- Alat pengukur profil memanjang , antara lain : Rainhart Profilograph (USA), Viagraph (Perancis), Multiwheel 'Profilometer TRRL (Inggris), Goniograph (Swis), Chloe Profilometer (USA), dan Straightedge.

- Alat pengukur kekesaran permukaan ,antara lain : BPR Comfort Analyser (USA), LCPC Longitudinal Profile Analyzer (Perancis), TRRL Bump Integrator (Inggris), Bavarian Profilometer (Jerman), PCA Road Meter (USA) Maye Ride Meter (USA), dan Surface Dynamic Road Profilometer (USA).

Pemeriksaan secara visual bertujuan untuk mencatat selengkap mungkin kerusakan yang ada. Selama pemeriksaan dapat pula dicatat hal-hal lain misalnya mengenai lebar perkerasan, jenis perkerasan, gradient, persimpangan, tanda-tanda lalu lintas, dsb. Pemeriksaan secara visual dapat dilakukan dengan berkendaraan maupun berjalan kaki; tergantung situasinya. Petugas pemeriksa harus mengerti benar karakteristik dari masing-masing jenis kerusakan.

2.2. MACAM-MACAM KERUSAKAN PERKERASAN FLEXIBLE

Kerusakan perkerasan flexible secara umum dapat dibagi menjadi 4 (empat) bagian besar yaitu :

1. Retak (cracking)
2. Perubahan bentuk (distortion)
3. Kerusakan permukaan (disintegration)
4. Kelicinan permukaan (slippery surface)
5. Kesalahan penanganan permukaan (surface treatment-special problem)

2.2.1. Retak (Cracking).

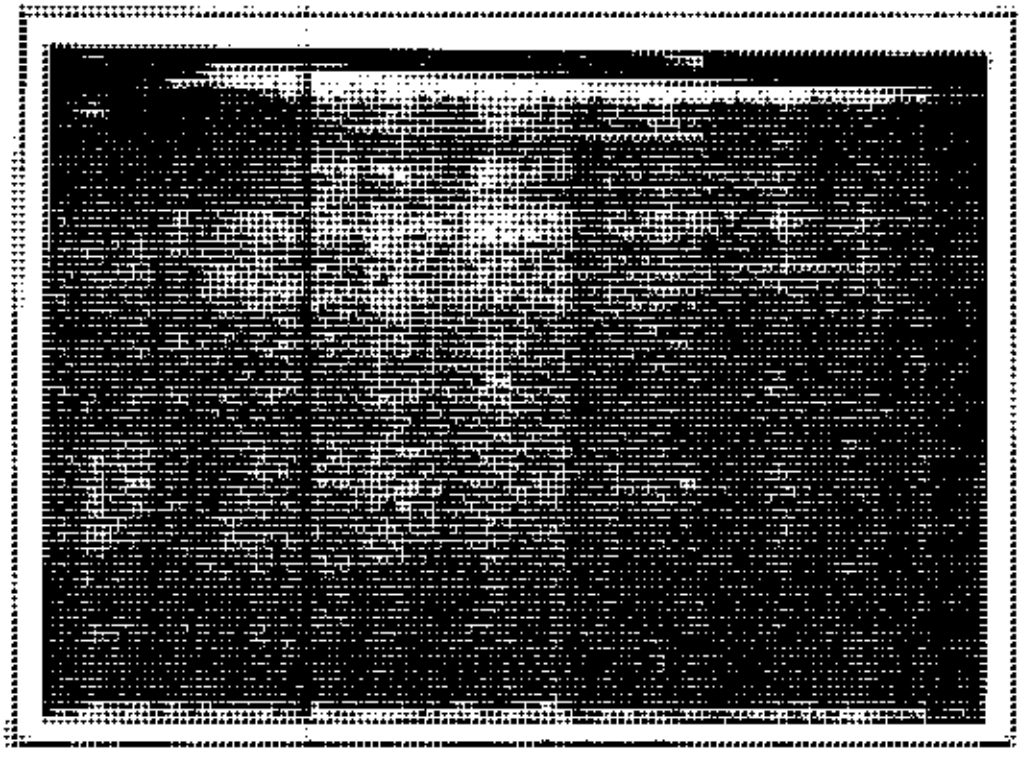
Keretakan pada perkerasan flexiblel dapat terjadi dalam berbagai bentuk, masing-masing bentuk retak disebabkan oleh faktor yang berbeda-beda. Jenis retak adalah :

1. Aligator cracks (Retak kulit buaya).

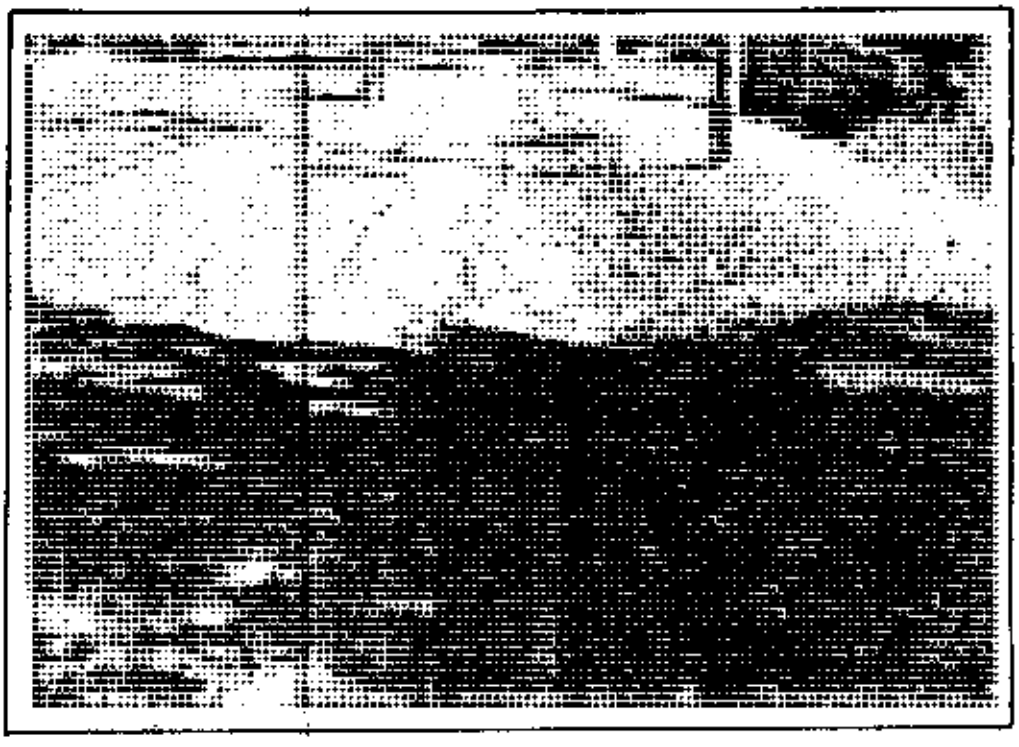
   Aligator cracks adalah keretakan yang saling berhubungan membentuk kotak-kotak kecil yang mirip dengan kulit buaya. Retak ini sering juga disebut chiken wire craks, karena membentuk kotak-kotak yang lebih kecil seperti kaki ayam. Aligator cracks dapat disebabkan oleh ketidakstabilan permukaan bawah akibat subgrade yang jenuh air, sehingga perkerasan mengalami lendutan yang berlebihan, hal demikian terjadi pada area yang tidak luas. Tetapi apabila beban lalu lintas yang lewat melewati kapasitas perkerasan maka aligator crack akam terjadi pada keseluruhan permukaan jalan.

2. Edge cracks (Retak tepi).

   Edge crack berupa retak memanjang, dengan atau tanpa retak melintang kearah bahu jalan. Retak semacam ini umumnya paralel dengan tepi perkerasan ,dan terletak sampai ± 30 cm dari



Gambar 2.1. Alligator cracks.



Gambar 2.2. Edge cracks.

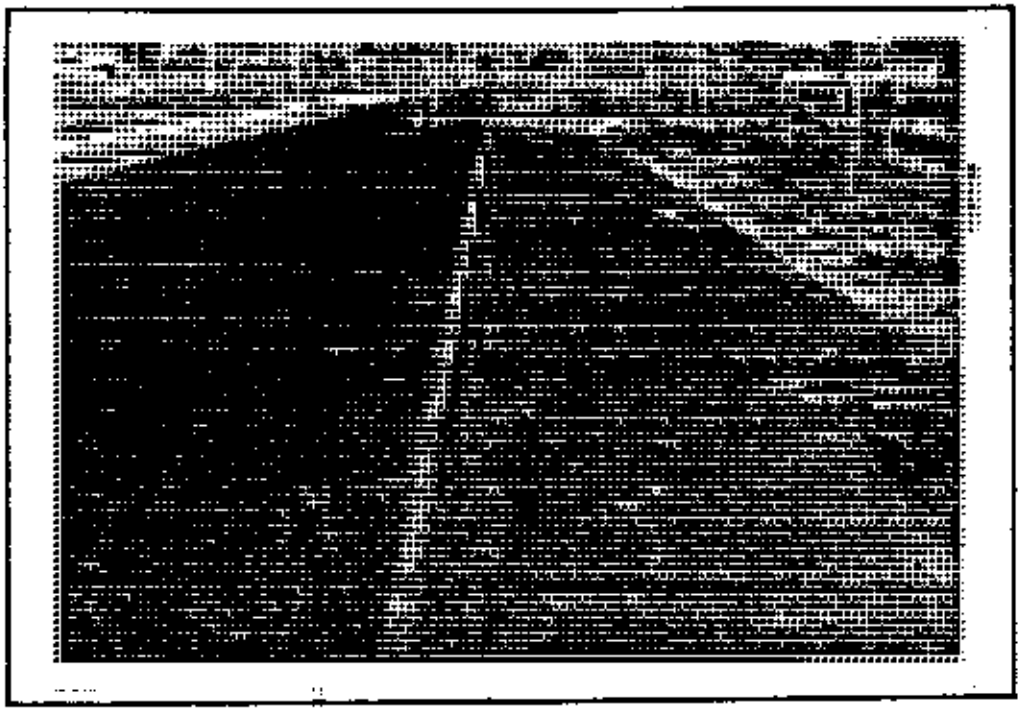
tepi perkerasan. Umumnya edge crack disebabkan karena lemahnya daya dukung lateral dari bahu jalan. Retak ini dapat juga disebabkan karena penurunan atau penggemburan material di bawah tepi perkerasan. Akar-akar pohon di tepi jalan juga dapat menyebabkan keretakan tepi perkerasan.

3. Edge joint cracks (Retak sambungan tepi perkerasan).

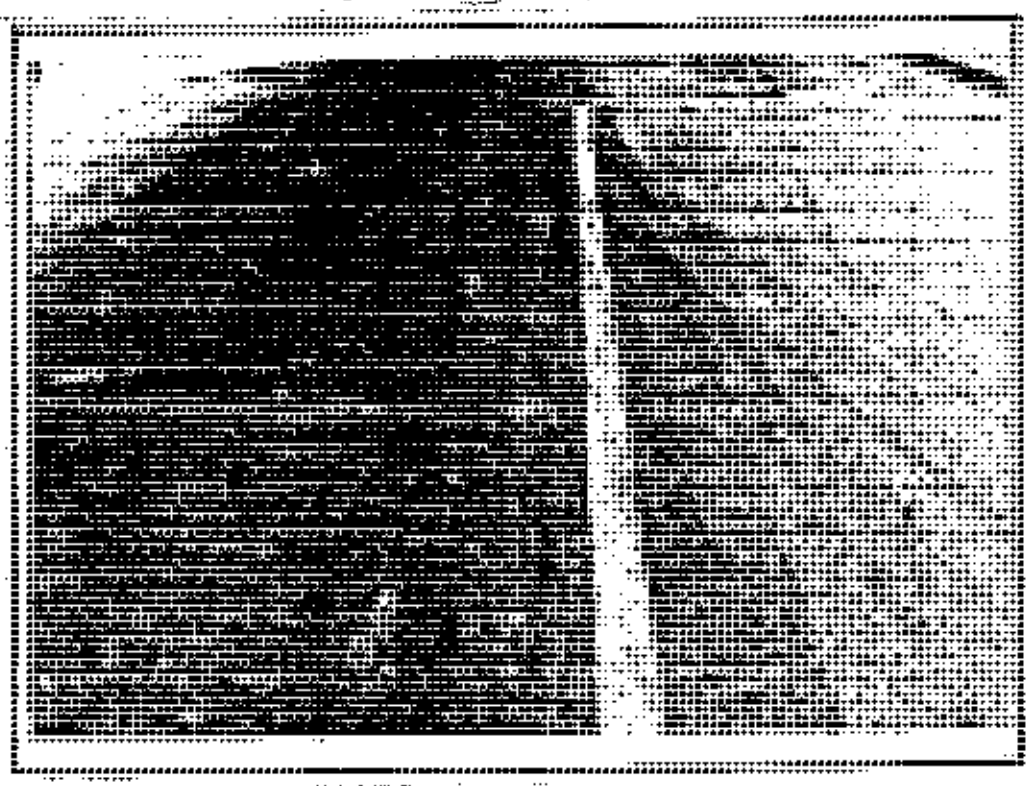
   Edge joint crack biasanya berupa retak yang cukup dalam. Retak ini memisahkan perkerasan dengan bahu jalan. Penyebab dari retak ini adalah keadaan tanah dibawah bahu yang mengalami perubahan kadar air, yang disebabkan kondisi drainase yang buruk. Kondisi bahu yang lebih tinggi dari perkerasan utama atau penurunan tepi perkerasan menyebabkan air tidak dapat mengalir dan meresap lewat sambungan tepi dan lama kelamaan timbullah retak ini, penyusutan campuran perkerasan dan adanya roda kendaraan yang menginjak sambungan juga merupakan penyebab edge joint cracks.

4. Lane joint cracks (Retak sambungan jalur).

   Retak ini berupa retakan memanjang yang memisahkan sambungan perkerasan. Retak ini



Gambar 2.3. Edge joint cracks.



Gambar 2.4. Lane joint cracks.

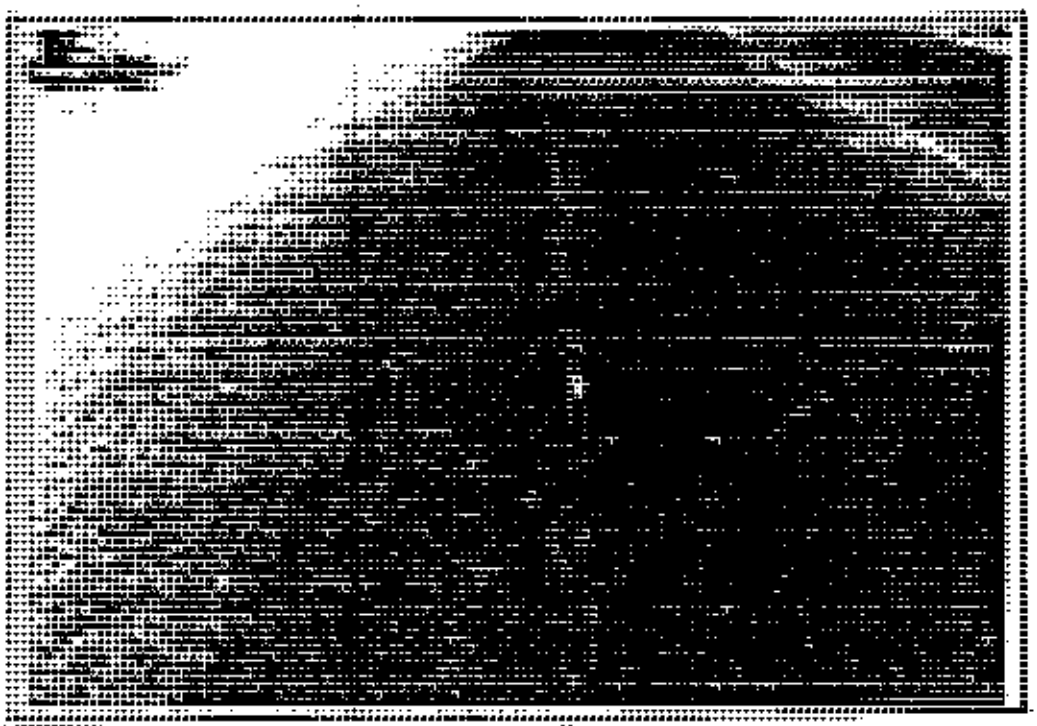
umumnya disebabkan terjadi perlemahan atau ketidaksempurnaan pada sambungan perkerasan saat penghamparan.

5. Reflection cracks (Retak refleksi).

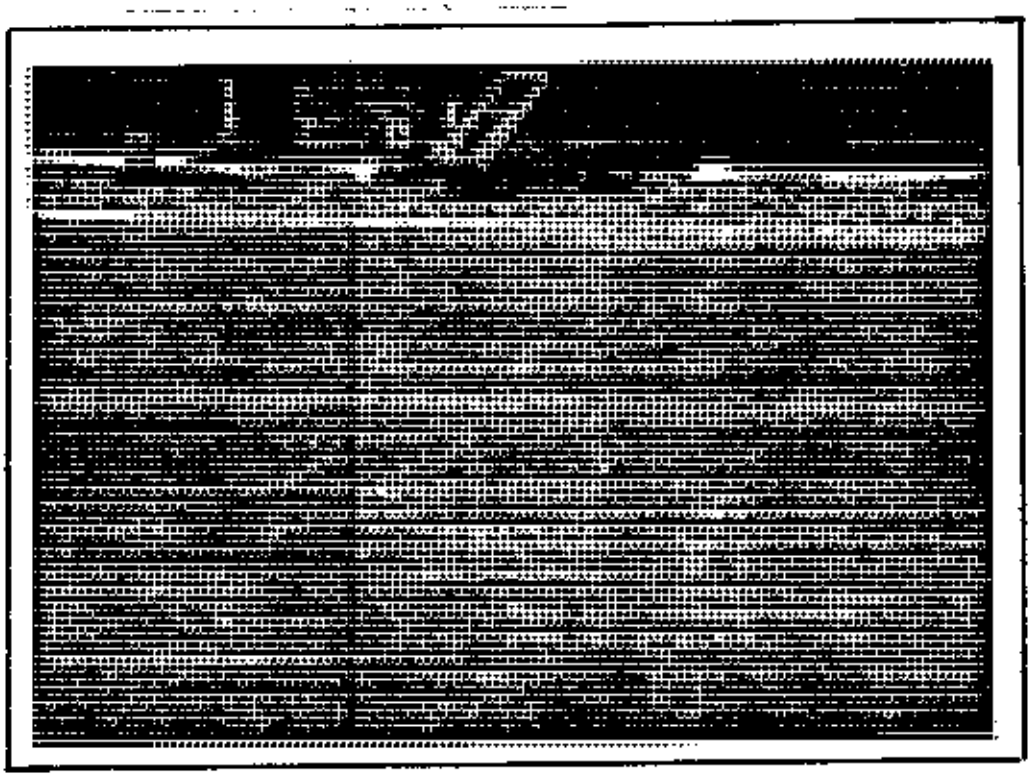
   Reflection crack merupakan keretakan pada aspalt overlay yang merefleksikan keretakan struktur perkerasan dibawahnya. Bentuk keretakan dapat berupa longitudinal, transverse, diagonal atau berupa blok. Reflection crack sering terjadi pada perkerasan fleksibel dengan portland cement treated base. Reflection crack dapat juga terjadi pada overlay perkerasan lama, dimana keretakan perkerasan lama tidak diperbaiki terlebih dahulu. Penyebab dari Reflection crack adalah pergerakan vertikal atau horisontal pada perkerasan di bawah overlay.

6. Shrinkage cracks (Retak susut).

   Shrinkage crack adalah retak yang saling berhubungan membentuk serangkaian kotak-kotak besar, sisi-sisinya berukuran lebih dari 30 Cm., biasanya bersudut lancip atau tumpul. Retak ini disebabkan karena perubahan volume campuran aspal, base atau pada subgradenya.



Gambar 2.5. Reflection cracks.



Gambar 2.6. Shrinkage cracks.

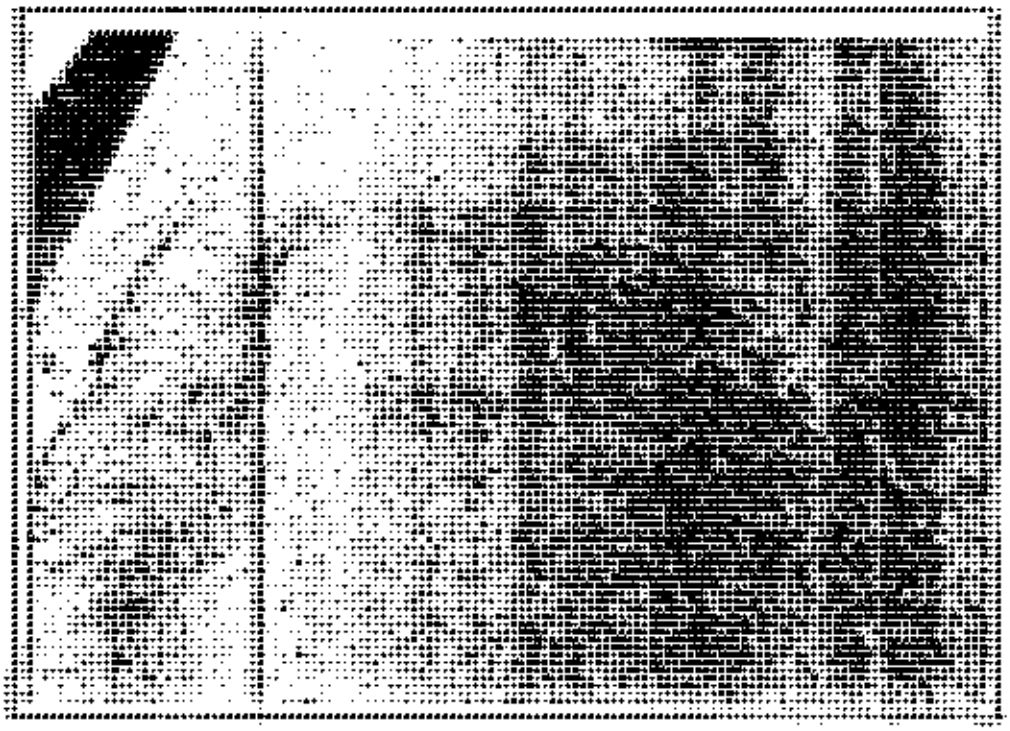
Kurangnya lalu lintas yang lewat juga akan mempercepat retak susut pada perkerasan.

7. Slippage cracks (Retak selip).

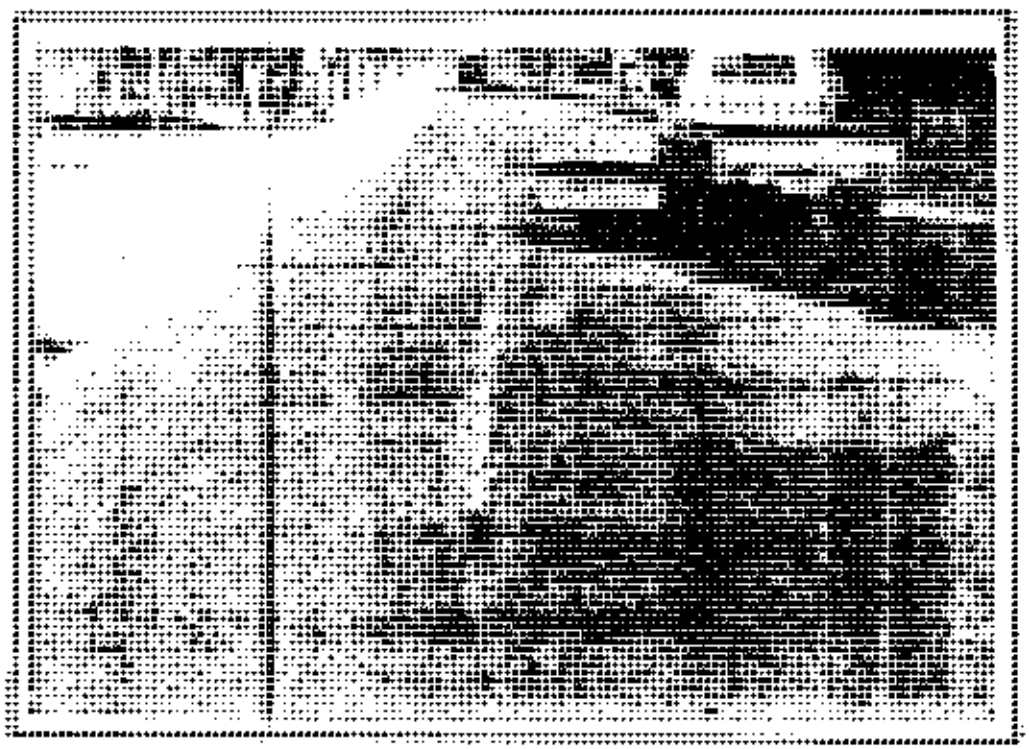
Slippage crack adalah retak yang berbentuk bulan sabit searah dengan dorongan roda kendaraan pada permukaan perkerasan. Penyebab dari Slippage crack adalah tidak adanya rekatan yang baik antara lapisan permukaan dengan lapisan di bawahnya. Hal ini dapat terjadi akibat adanya debu, minyak, karet, lumpur, air atau material non adhesive lainnya antara kedua lapisan pada saat penghamparan. Tidak digunakannya lapisan tack coat pada saat penghamparan juga mengakibatkan tidak adanya rekatan yang baik. Slippage crack dapat juga terjadi akibat campuran yang mengandung banyak pasir, kadang-kadang Slippage crack terjadi karena ketidak sempurnaan pemadatan saat penghamparan.

8. Widening cracks (Retak pada pelebaran).

Widening crack merupakan retak refleksi memanjang yang terlihat pada lapisan diatas sambungan antara perkerasan lama dengan perkerasan pelebaran. Penyebab retak ini sama dengan sebab-sebab retak refleksi.



Gambar 2.7. Slippage cracks.



Gambar 2.8. Widening cracks.

2.2.2. Perubahan Bentuk (Distortion).

Perubahan bentuk perkerasan merupakan akibat dari subbase kurang padat atau subgrade mengalami pergerakan. Perubahan bentuk dapat juga disertai dengan keretakan, disamping itu juga mengakibatkan bahaya bagi lalu lintas, memungkinkan tertampungnya air dan sering menjadikan perkerasan lebih rusak.

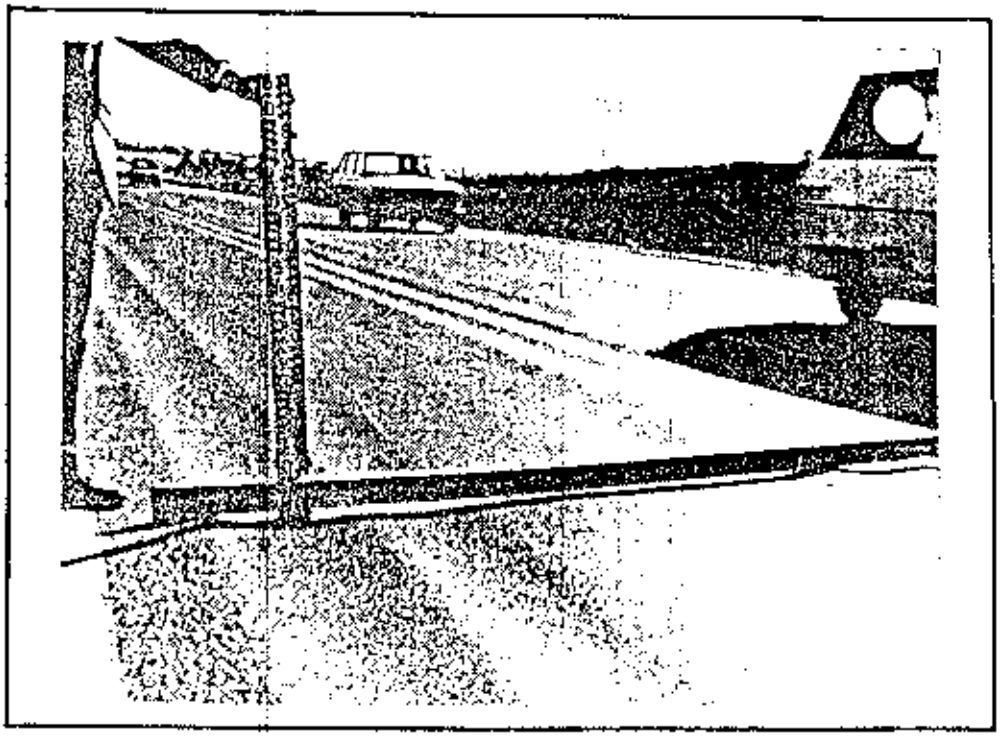
Perubahan bentuk perkerasan dibagi menjadi beberapa jenis yaitu :

1. Channel / Ruts (Alur).

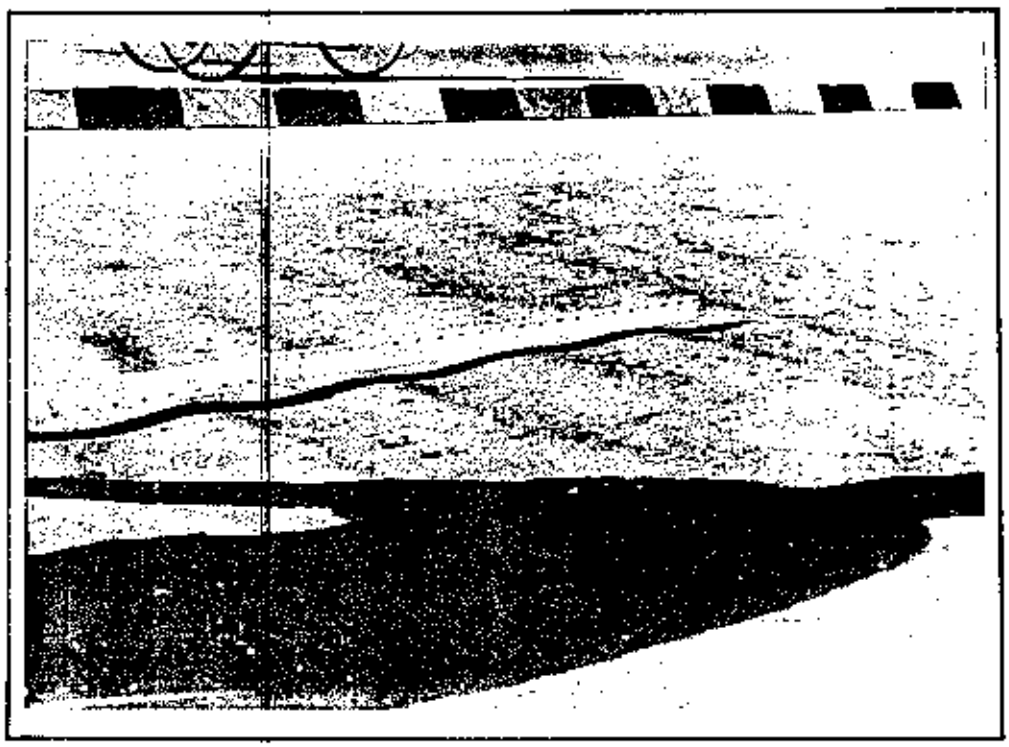
   Channel berupa alur memanjang, umumnya terjadi pada jejak roda. Hal ini disebabkan terjadinya penurunan atau pergerakan keatas pada lapisan bawah perkerasan akibat beban lalu lintas, atau pergerakan lapisan aspal itu sendiri. Channel dapat juga terjadi akibat kurangnya pemadatan terhadap campuran aspal.

2. Corrugation (Keriting) dan Shoving (Sungkur).

   Corrugation merupakan bentuk pergerakan plastis ditandai dengan kerutan melintang permukaan jalan. Sedangkan shoving adalah bentuk pergerakan plastis yang berupa cekungan dan gelembung. Corrugation dan shoving sering terjadi pada jalan dimana banyak kendaraan



Gambar 2.9. Channel/rutting.



Gambar 2.10. Corrugation.

melakukan pengereman dan berjalan lagi secara mendadak, juga pada tikungan yang tajam.

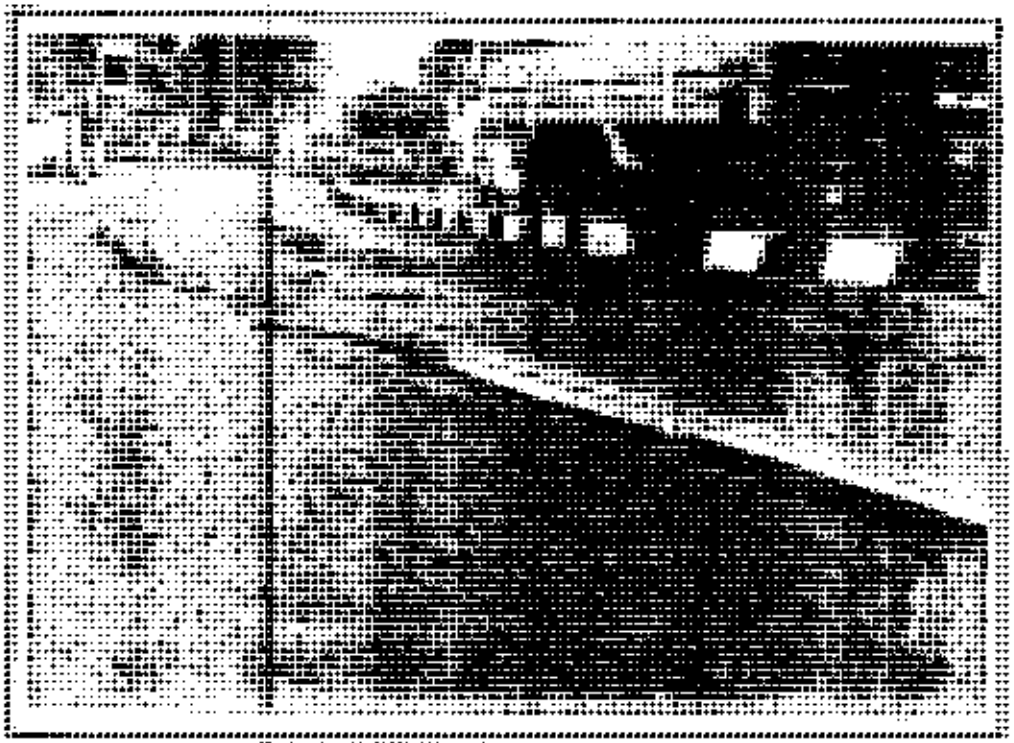
Corrugation dan shoving biasanya terjadi akibat lapisan aspal yang kurang stabil. Kekurangstabilan ini terjadi akibat terlalu banyak aspal pada campuran, terlalu banyak agregat halus, adanya agregat yang bulat dan licin, atau aphalt cement yang terlalu lembek.

3. Grade depressions (Penurunan permukaan).

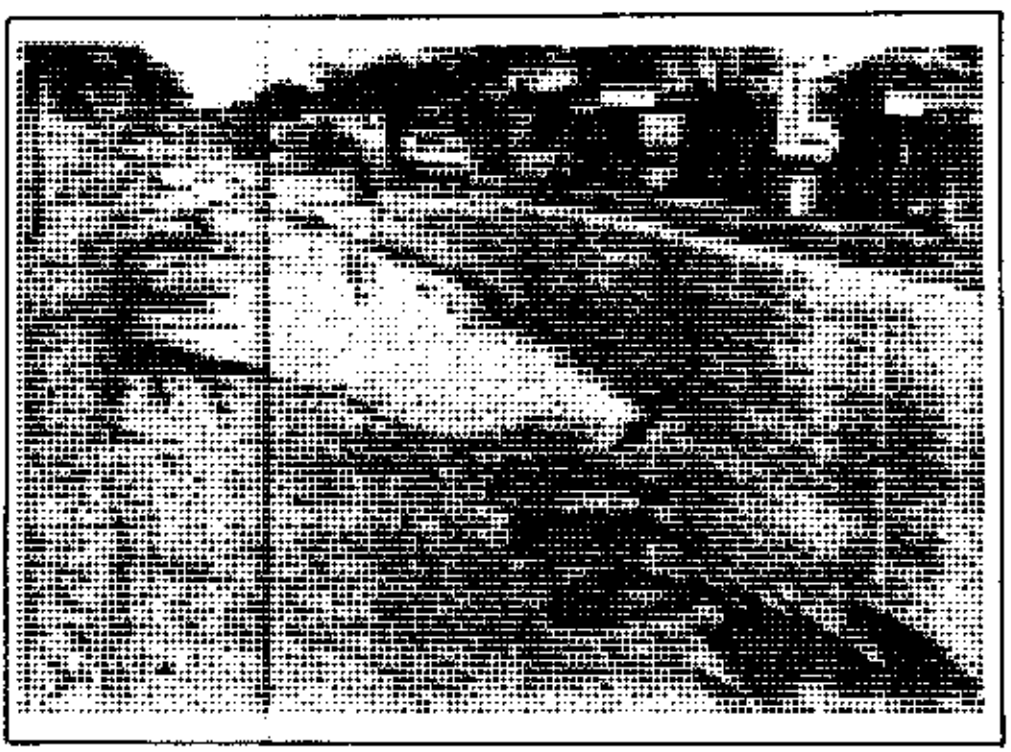
Grade depressions ditandai dengan areal yang lebih rendah dari sekitarnya dengan ukuran terbatas. Depression dapat disertai dengan retak-retak. Depression menampung air, yang selain sebagai sumber kerusakan juga membahayakan lalu-lintas. Depression disebabkan beban lalu-lintas yang lebih berat dari yang direncanakan, atau karena penurunan dari lapisan bawah perkerasan, atau karena buruknya pengerjaan konstruksinya.

4. Upheavel (Jembul).

Upheavel merupakan pergerakan keatas dari perkerasan. Hal ini umumnya disebabkan adanya pengembangan tanah dasar yang ekspansive. Pada daerah bersalju terjadi akibat adanya efek pengembangan es pada lapisan bawah pavement.



Gambar 2.11. Shoving.



Gambar 2.12. Grade depression.

5. Utility cut depression.

Utility cut depression merupakan penurunan dari tambalan pada jalan akibat adanya galianuntuk penempatan instalasi-instalasi pipa air, listrik, telpon, dsb. Perbaikan kembali galian tersebut sering tidak cukup pemadatannya sehingga menyebabkan penurunan pada bakas galian tersebut.

2.2.3. Cacat Permukaan (Disintegration).

Disintegration adalah pecahnya lapisan perkerasan menjadi bagian-bagian yang lepas, termasuk di dalamnya terlepasnya partikel agregat. Disintegration jika tidak segera ditangani pada tahap awal akan berkembang sampai perkerasan rusak berat.

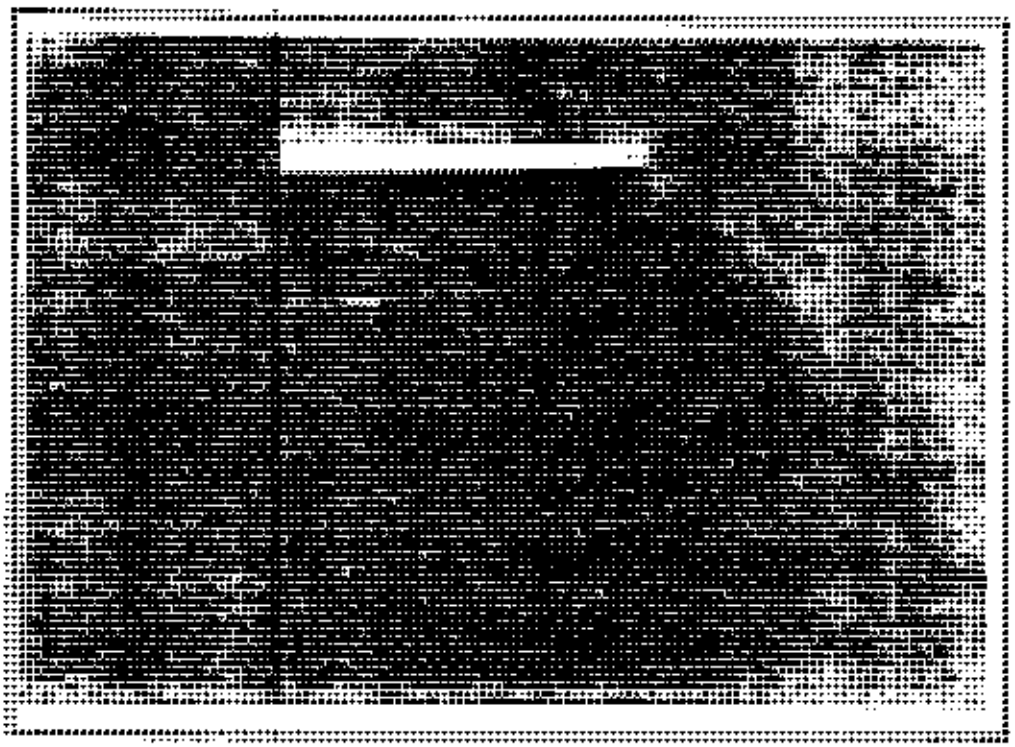
Bentuk disintegration dibagi dua, yaitu :

1. Potholes (Lubang).

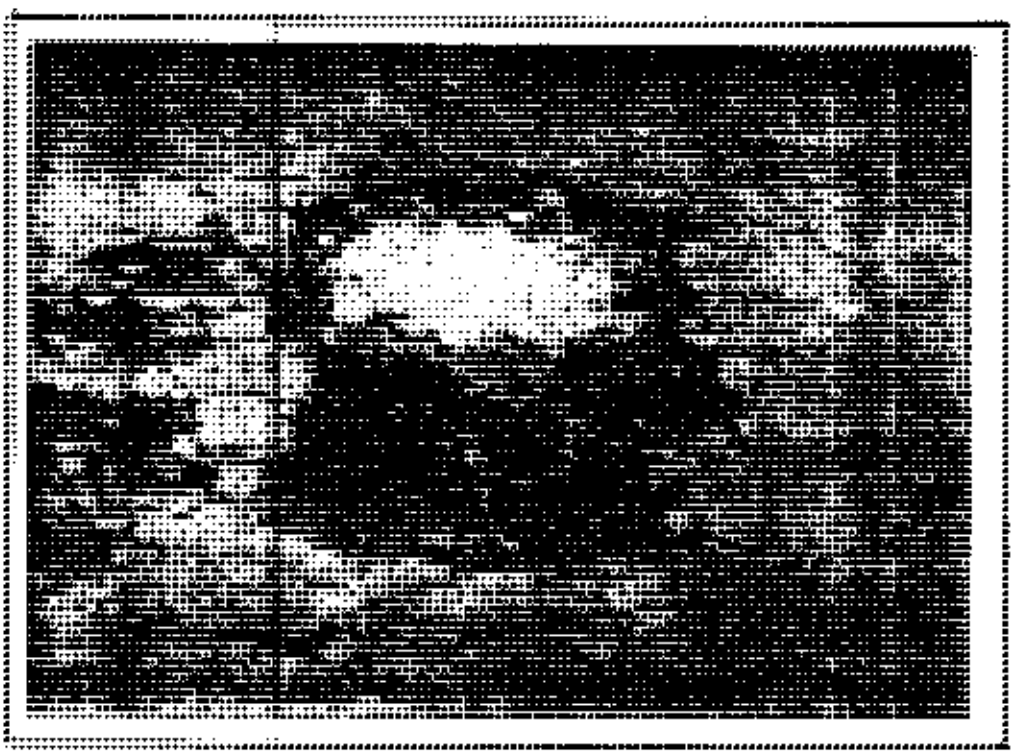
Potholes merupakan disitegration setempat yang membentuk lubang berbagai ukuran. Potholes umumnya disebabkan kelemahan perkerasan akibat terlalu sedikitnya aspal, terlalu tipisnya lapisan perkerasan, juga disebabkan drainase yang buruk.

2. Raveling (Pengelupasan)

Raveling adalah pengelupasan partikel



Gambar 2.13. Utility cut depression.



Gambar 2.14. Potholes.

perkerasan dari permukaan jalan. Mula-mula partikel-partikel agregat halus lepas akhirnya permukaan menjadi kasar sekali. Penyebabnya adalah kurangnya pemadatan, agregat yang digunakan kurang bersih, terlalu sedikit aspal dalam campuran, atau pemanasan yang terlalu tinggi pada campuran aspal.

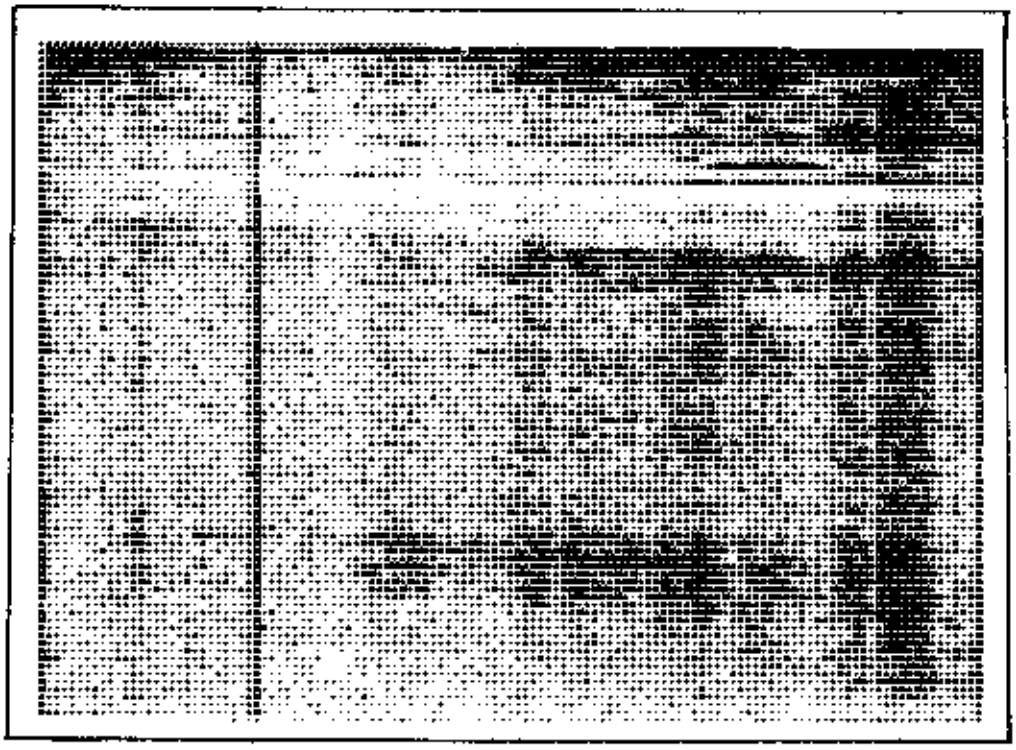
2.1.4. Slippery Surface / Skid Hazard (Kelicinan permukaan).

Dalam keadaan permukaan kering, jalan dapat menjadi licin akibat adanya lapisan tipis aspal pada permukaan jalan, pengausan agregat lapisan permukaan dan akibat adanya minyak, lumpur dll. Perkerasan sering menjadi licin pada kondisi basah, hal ini disebabkan adanya lapisan air pada permukaan jalan yang menyebabkan berkurangnya daya cengkeram roda.

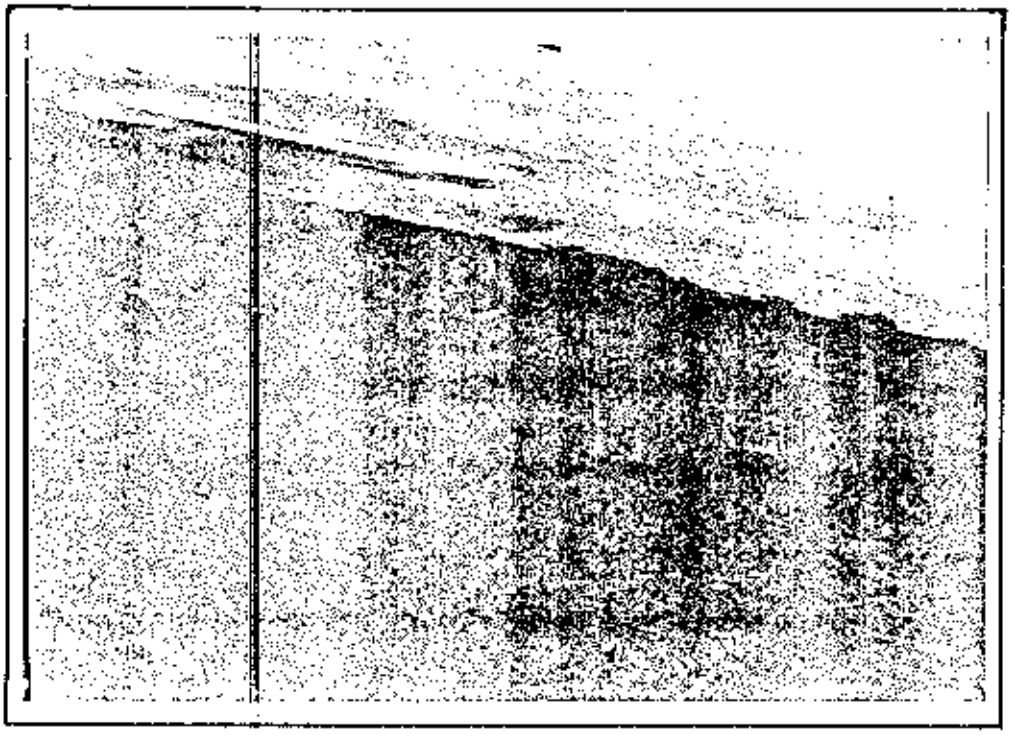
Slippery surface terdiri atas :

1. Bleeding / Flushing asphalt

Bleeding atau flushing adalah adanya aspal yang keluar pada permukaan perkerasan membentuk bercak-bercak hitam atau berupa lapisan tipis aspal yang licin. Penyebab keluarnya aspal ke permukaan tersebut adalah akibat terlalu banyak aspal pada lapisan



Gambar 2.15. Ravelling.



Gambar 2.16. Bleeding/Flushing asphalt.

perkerasan. Beban lalu lintas yang berat pada perkerasan yang mengandung banyak aspal dapat menyebabkan aspal keluar ke permukaan.

2. Polished aggregate (Pengausan agregat).

Polished aggregat adalah terjadinya pengausan pada partikel agragat pada permukaan perkerasan, agregat tersebut menjadi licin. Penyebabnya adalah adanya pergeseran dengan roda kendaraan. Jenis agregat mempengaruhi kecepatan pengausan. Agregat dari batu kapur lebih cepat aus dari pada agregat jenis lain.

2.1.5. Surface Treatment - Special Problem.

Perbedaan pada metode pengerjaan pada penanganan permukaan dapat memyebabkan kelainan pada hasil yang didapat. Surface treatment problem terdiri atas :

1. Loss of Cover Aggregate (Lepasnya agregat penutup).

Loss of cover aggregate adalah tersapunya agregat dari perkerasan yang diperbaiki karena pergerakan lalu lintas, dan meninggalkan lapisan aspal pada permukaannya.

Beberapa penyebabnya adalah :

1. Keterlambatan penghamparan agregat setelah penghamparan aspal, sehingga suhu aspal

turun yang akhirnya mempengaruhi daya lekat aspal.

2. Agregat kotor atau terlalu basah.
3. Pemadatan yang terlambat.
4. Pemadatan yang tidak merata.
5. Terlalu cepatnya penggunaan jalan setelah lapisan permukaan dihampar.

2. Longitudinal streaking.

Longitudinal streaking ditandai dengan alur gelombang memanjang paralel dengan sumbu jalan. Beberapa penyebab longitudinal streaking adalah :

1. Spray bar pada asphalt distributor tidak benar ketinggiannya terhadap spray fans untuk mendapatkan overlap yang benar.
2. Spray bar mendapat kelebihan aspal dari distributor.
3. Nozle pada spray bar tidak tepat sudutnya, tidak semua nozle bersudut sama, ukuran nozle salah, atau ada beberapa nozle tersumbat.
4. Kesalahan pada pemompaan aspal.
5. Temperatur aspal terlalu rendah.
6. Tekanan pompa terlalu besar.

3. Tranverse streaking

Transverse streaking ditandai dengan alur gelombang melintang jalan serupa dengan corrugation. Penyebabnya antara lain adalah penyemburan aspal yang terlalu kuat dari spray bar, yang disebabkan oleh getaran pompa, kecepatan pompa yang salah, atau pompa kekurangan tenaga penggerak.

2.3. METODE-METODE PENILAIAN KERUSAKAN JALAN

2.3.1. Metode Binamarga (1979).

Direktorat penyelidikan masalah tanah dan jalan (1979), sekarang Puslitbang jalan, telah mengembangkan metode penilaian kondisi permukaan jalan secara visual. Penilaian kondisi permukaan jalan yang diperkenalkan didasarkan pada jenis dan besarnya kerusakan serta kenyamanan berlalu lintas. Jenis kerusakan yang ditinjau adalah retak, lepas, lubang, alur, gelombang, ambles dan belah. Besarnya kerusakan merupakan prosentase luas permukaan jalan yang rusak terhadap luas keseluruhan jalan yang ditinjau.

A. Cara Pelaksanaan.

1. Peralatan.

-Kendaraan standard "Toyota Jeep" dengan

kondisi baik, dilengkapi tempat duduk menghadap ke muka.

-Formulir pemeriksaan.

2. Staff pelaksana.

Pelaksana terdiri dari 3 orang petugas penilai dan 1 pengemudi. Para petugas harus berpengalaman dalam bidang jalan, mengetahui persoalan-persoalan quality control, pelaksanaan, jenis dan penyebab kerusakan jalan.

3. Cara pemeriksaan.

-Kendaraan dijalankan dengan kecepatan tetap sebesar 40 km/jam, pada ruas jalan yang dinilai.

-Petugas penilai memberikan penilaian terhadap kenyamanan perjalanan, mencatat jenis dan besarnya kerusakan yang terdapat pada jalan yang diperiksa dengan interval 1 km.

B. Penilaian Kondisi Permukaan.

1. Nilai prosentase kerusakan (Np).

Besarnya nilai prosentase kerusakan diperoleh dari prosentase luas permukaan jalan yang rusak terhadap luas keseluruhan bagian jalan yang ditinjau. Penilaiannya

adalah sebagai berikut :

Prosentase	: Kategori	: Nilai
< 5 %	: Sedikit sekali	: nilai = 2
5 % - 20 %	: Sedikit	: nilai = 3
20 % - 40 %	: Sedang	: nilai = 5
> 40 %	: Banyak	: nilai = 7

2. Nilai bobot kerusakan (Nj).

   Besarnya nilai bobot kerusakan diperoleh dari jenis kerusakan pada permukaan jalan yang ditinjau. Penilaiannya adalah :

   -Konstruksi aspal beton tanpa kerusakan = 2

   -Konstruksi penetrasi tanpa kerusakan = 3

   - Tambalan = 4
   - Retak = 5
   - Lepas = 5,5
   - Lubang = 6
   - Alur = 6
   - Gelombang = 6,6
   - Ambles = 7
   - Bolahan = 7

3. Nilai jumlah kerusakan (Nj).

   Besarnya nilai jumlah kerusakan diperoleh dari perkalian nilai prosentase kerusakan dengan nilai bobot kerusakan. Nilai jumlah kerusakan tercantum pada Tabel 2.1.

TABEL 2.1. Nilai jumlah kerusakan.

JENIS KERUSAKAN	PROSENTASE LUAS AREA KERUSAKAN			
	≤ 5 % SEDIKIT SEKALI	5 - 20 % SEDIKIT	20 - 40 % SEDANG	≥ 40 % BANYAK
Aspal beton	4			
Penetrasi	6			
Tambalan	8	12	20	28
Retak	10	15	25	35
Lepas	11	16,5	27,5	38,5
Lubang	12	18	30	42
Alur	12	18	30	42
Gelombang	13	19,5	32,5	45,5
Ambles	17	21	35	49
Belahan	14	21	35	49

4. Nilai kerusakan jalan (Nr).

   Nilai kerusakan jalan merupakan jumlah total dari setiap nilai jumlah kerusakan pada suatu ruas jalan.

5. Nilai kenyamanan jalan (Nn).

   Nilai kenyamanan diperoleh dari hasil penilaian terhadap kenyamanan perjalanan. Penialiannya adalah sebagai berikut :

   - Nyaman = 30
   - Kurang nyaman = 45
   - Tidak nyaman = 55

6. Nilai gabungan kondisi (Ng).

   Nilai gabungan kondisi dihitung dengan rumusan sebagai berikut :

   $$Ng = 0,5\ Nr + 0,5\ Nn$$

   Nilai Ng yang kecil menunjukkan kondisi permukaan jalan yang baik.

7. Nilai kondisi permukaan (V).

   Nilai kondisi permukaan ditentukan berdasarkan besarnya nilai Ng dengan batasan sebagai berikut :

   Ng = 20 - 30 ; V = 4 - 3

   Ng = 30 - 40 ; V = 3 - 2

   Ng = 40 - 50 ; V = 2 - 1

   Ng = 50 - 150 ; V = 1 - 0

Nilai V yang besar menunjukkan kondisi jalan yang baik.

2.3.2. Metode Yoganandan (1988).

Yoganandan (1988) seorang tenaga Konsultan asing yang dikontrak oleh Direktorat Jendral Bina Marga, Departement Pekerjaan Umum telah mengembangkan suatu metode penilaian perujudan permukaan jalan secara visual. Metode ini telah diuji coba selama kurang lebih 3 tahun pada 4 kota besar di Indonesia yaitu Bandung, Semarang, Surabaya, dan Medan. Metode ini secara garis besar dibedakan dalam 2 bagian. Bagian pertama penilaian terhadap kondisi perkerasan dan bagian keduan penilaian kondisi drainase. Hal ini dimaksudkan untuk meringankan kerja team survey dan untuk memisahkan penentuan prioritas untuk perkerasan dan drainase.

Penilaian kondisi perkerasan jalan meliputi hal-hal : surface texture, potholes, patching, cracking, rutting, dan depression. Sedangkan penilaian terhadap kondisi drainase meliputi kondisi side drain, connection, side walk, shoulder, dan edge/curb.

A. Survey kondisi permukaan jalan.

1. Pelaksanaan.

Survey dilakukan dengan berjalan kaki atau berkendaraan perlahan-lahan. Peninjauan kondisi permukaan jalan meliputi hal-hal sebagai berikut :

a. Surface texture : Merupakan peninjauan tentang keadaan permukaan jalan, meliputi keadaan :

- close, keadaan permukaan rapat.
- fatty, keadaan permukaan terlalu banyak aspal.
- hungry, keadaan permukaan kekurangan aspal.
- fretting, keadaan permukaan lepas-lepas.
- disintegrating, keadaan permukaan rusak.

Pencatatan dilakukan terhadap rata rata keadaan permukaan jalan yang ditinjau.

b. Potholes : Pencatatan dilakukan terhadap jumlah dan luas (m^2).

c. Patching : Pencatatan dilakukan terhadap jumlah dan luas (m^2)

d. Cracking : Pencatatan dilakukan terhadap panjang dan lebar keretakan dan dicatat berdasarkan tipe retak yang dibagi dalam 4 tipe yaitu : longitudinal, transverse, random, dan alligator.

e. Rutting : Pencatatan dilakukan terhadap panjang dan dalamnya alur yang ada.

f. Depression : Pencatatan dilakukan terhadap jumlah dan kedalaman depresi.

Masing-masing kondisi dicatat kedalam formulir survey kondisi perkerasan seperti tercantum pada Gambar 2.17.

2. Penilaian.

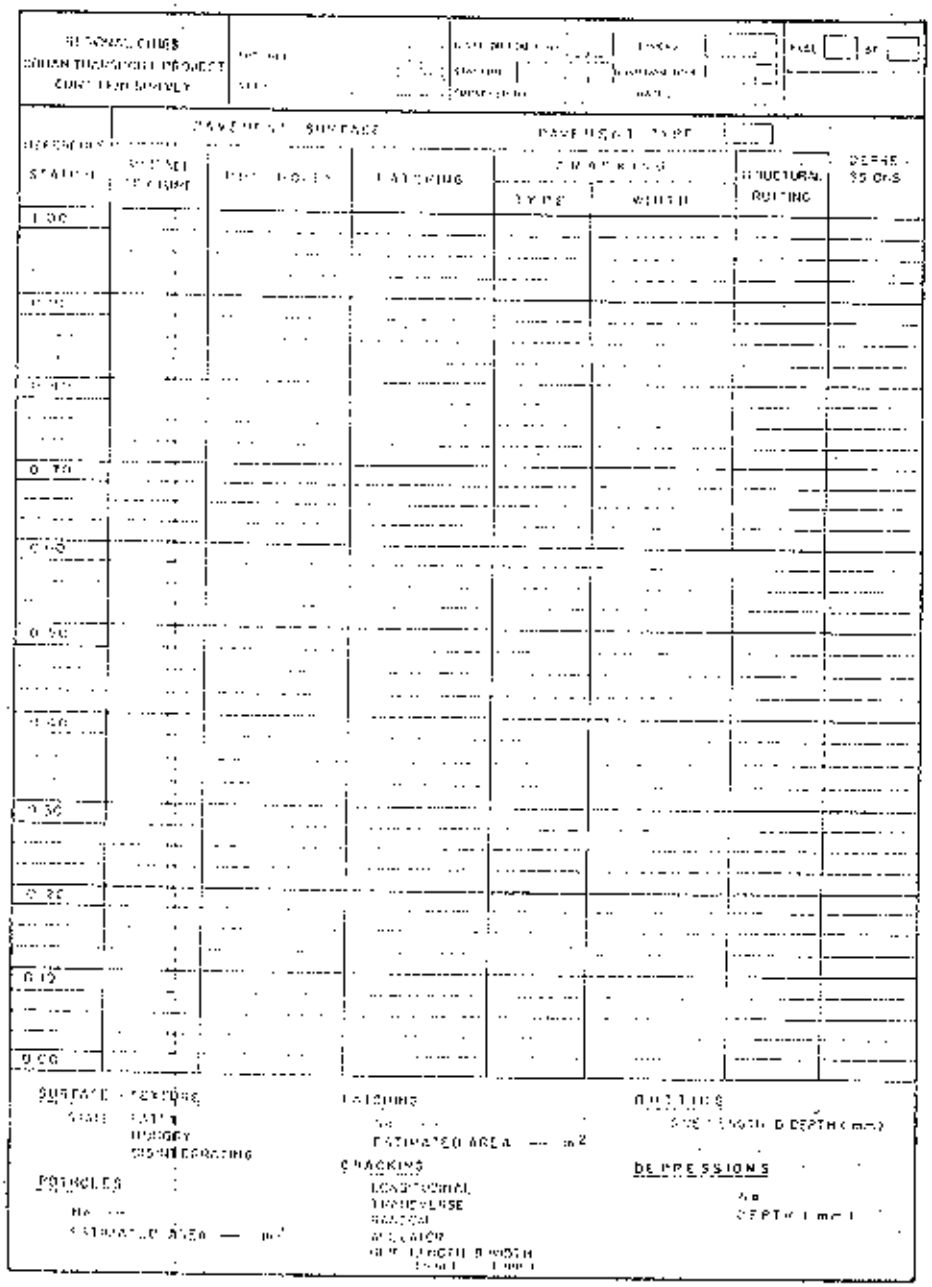
Penilaian kondisi dilakukan dengan menjumlahkan nilai dari masing-masing faktor kondisi. Nilai dari masing-masing jenis kerusakan tersebut dapat dilihat pada Tabel 2.2.

3. Penentuan prioritas.

Ranking prioritas ditentukan dengan menggunakan rumusan :

Ranking Prioritas = 17 - (AADT class + Tingkat kondisi jalan)

Tingkat kondisi jalan diperoleh berdasarkan total nilai kerusakan dengan batasan seperti Tabel 2.3. Sedangkan AADT class



Gambar 2.17. Formulir pengumpulan data kondisi perkerasan jalan metode Yoganandan.

TABEL 2.2. Nilai kerusakan perkerasan.

JENIS KERUSAKAN	KRITERIA	NILAI
Retak-retak	Jenis keretakan :	
	Alligator	5
	Random	3
	Tranverse	1
	Longitudinal	1
	Lebar retakan :	
	> 2mm	3
	1 - 2 mm	2
	<1 mm	1
	Severity area :	
	> 30 %	3
	10 - 30 %	2
	< 10 %	1
Rutting	Kedalaman rutting :	
	> 20 mm	7
	11 - 20 mm	5
	6 - 10 mm	3
	0 - 5 mm	1
Patching dan potholes	Prosentase luas :	
	> 30 %	3
	20 - 30 %	2
	10 - 20 %	1
	< 10 %	0
Surface texture.	Disitegration	4
	Frctting/Ravelling	3
	Rough (Hungry)	2
	Fatty (Bleeding)	1
	Close texture	0
Depressions.	Kedalaman depresi :	
	> 5 cm	4
	2 - 5 cm	2
	0 - 2 cm	1

TABEL 2.3. Tingkat kondisi jalan.

NILAI	TINGKAT KONDISI
26 - 29	9
22 - 25	8
19 - 21	7
16 - 18	6
13 - 15	5
10 - 12	4
7 - 9	3
4 - 6	2
0 - 3	1

TABEL 2.4. Kelas lalu-lintas.

KELAS LALU-LINTAS	LALU-LINTAS HARIAN RATA-RATA	KETERANGAN
0	< 20	Estimasi atau perhitungan jumlah kendaraan bermotor beroda empat per hari
1	20 - 50	
2	50 - 200	
3	200 - 500	
4	500 - 2000	
5	2000 - 5000	
6	5000 - 20000	
7	20000 - 50000	
8	> 50000	

diperoleh dari Tabel 2.4.

Ranking prioritas menunjukkan kebutuhan dari jalan yang ditinjau. Pembagian ranking prioritas adalah sebagai berikut :

Rangking prioritas 0-3

Jalan dalam kategori ini memerlukan peningkatan dan diperlukan test Benkelman Beam untuk mengetahui kekuatan perkerasan.

Rangking Prioritas 4-6

Secara umum jalan pada kategori ini memerlukan overlay, tidak diperlukan test Benkelman Beam kecuali jika ada rutting lebih dalam dari 2 mm.

Rangking Prioritas lebih dari 7

Jalan dalam kategori ini hanya memerlukan pemeliharaan rutin seperti penambalan lubang, alur, ambles, dan retak-retak.

B. Survey kondisi drainase.

1. Pelaksanaan.

Petugas survey mengamati kondisi sistem drainase, untuk keperluan survey kerb dan sidewalk termasuk dalam sistem drainase. Hal-hal yang ditinjau adalah :

a. Side drain : Kondisi saluran tepi yang dicatat adalah hal-hal sebagai berikut :

- Existing (ada) atau Non exsisting (tidak ada).
- Blocked (terbuntu) atau Clear (bersih).
- Adequate capacity (mampu menampung air) atau inadequate capacity (tidak mampu menampung air).

b. Connection : Peninjauan terhadap saluran penghubung dari tepi perkerasan ke saluran tepi meliputi hal-hal sebagai berikut :
- Existing (ada) atau Non existing (tidak ada).
- Blocked (terbuntu) atau Clear (bersih).

c. Side walk : Peninjauan terhadap tratoir meliputi hal-hal sebagai berikut :
- Existing (ada) atau Non existing (tidak ada).
- Even (menerus) atau Uneven (hanya sebagian ruas jalan).
- Damaged (rusak) atau Undamaged (baik).

d. Shoulder : Peninjauan terhadap bahu jalan meliputi hal-hal sebagai berikut:
- Toohigh (terlalu tinggi) atau level

(sama tinggi) atau toolow (terlalu rendah).

- Graded (berkemiringan) atau Uneven (berkemiringan sebagian).
- Sealed (diperkeras) atau Unsealed (tidak diperkeras).

e. Edge dan Kerb : Peninjauan terhadap tepi perkerasan dan peninggian tepi meliputi hal-hal sebagai berikut :

- Existing (ada) atau Non existing (tidak ada).
- Damaged (rusak) atau Undamaged (baik).

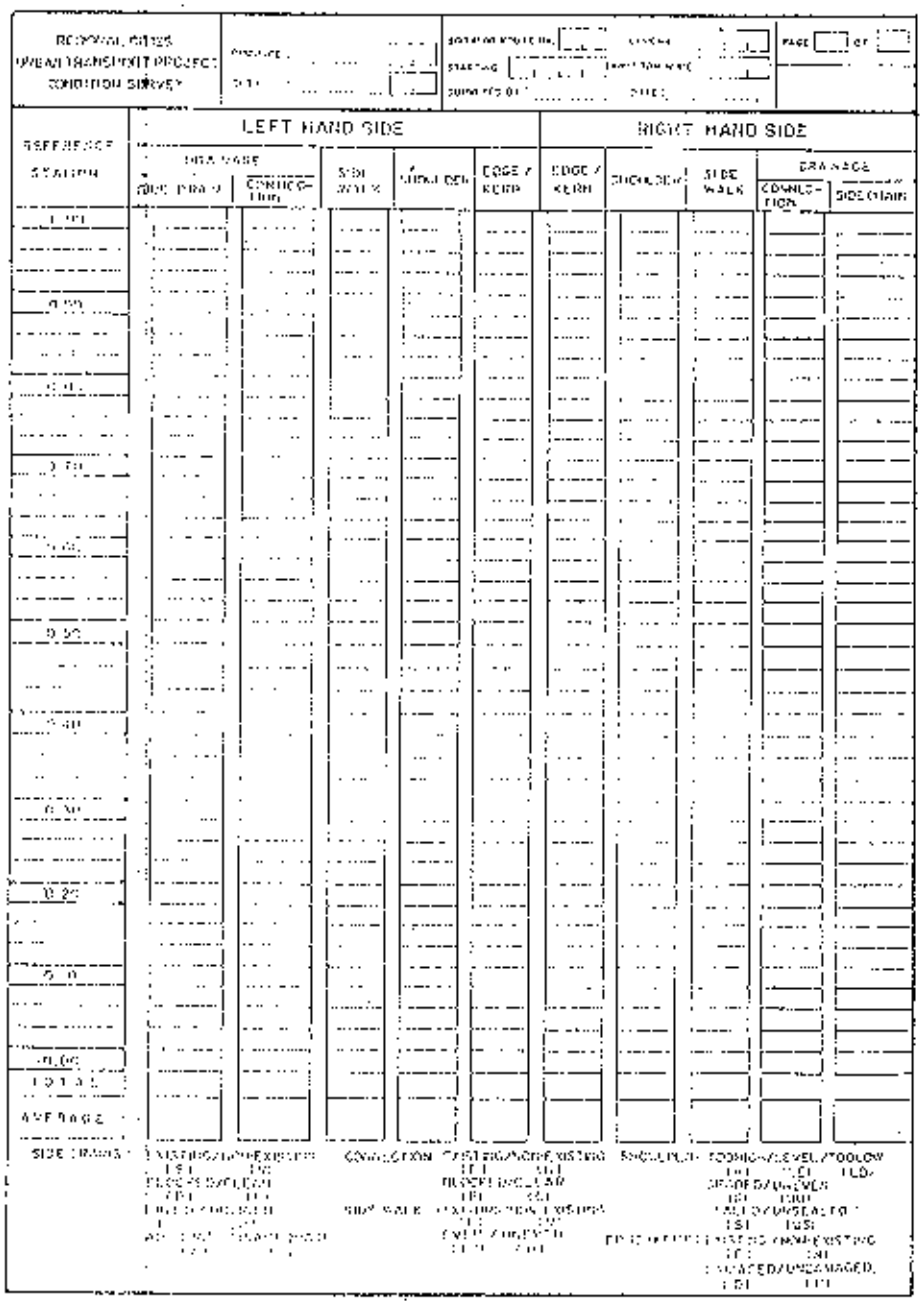
Hasil pengamatan dicatat pada formulir kondisi drainase, seperti tercantum pada Gambar 2.18.

2. Penilaian.

Masing-masing faktor penilaian kondisi drainase mempunyai nilai, dengan penilaian seperti Tabel 2.5. Total nilai yang didapat merupakan nilai kondisi drainase. Sistem drainase ditentukan berdasarkan nilai yang didapat.

Nilai di atas 15

Sistem drainase memerlukan pembangunan kembali.



Gambar 2.18. Formulir pengumpulan data kondisi drainase metode Yoganandan.

TABEL 2.5. Nilai kerusakan fasilitas drainase.

JENIS	KONDISI	NILAI
Side drains	Existing	0
	Non-existing	7
	Blocked	2
	Clear	0
	Lined	0
	Unlined	2
	Adequate size	0
	Inadequate size	3
Connection	Existing	0
	Non-existing	3
	Blocked	2
	Clear	0
Shoulder	Too High	2
	Level	0
	Too Low	2
	Graded	0
	Uneven	2
	Sealed	0
	Unseled	1
Side Walk	Existing	0
	Non-existing	3
	Even	0
	Uneven	1
	Damaged	2
	Undamaged	0
Edge/kerb	Existing	0
	Non-existing	1
	Damaged	2
	Undamaged	0

Nilai antara 10-15

Sitem drainase memerlukan perbaikan pada komponen-komponennya.

Nilai di bawah 10

Sistem drainase memerlukan perawatan rutin seperti pembersihan saluran tepi, pembetulan bahu jalan, dsb.

2.3.3. Metode Texas (1979).

Metode Texas merupakan hasil penelitian dan eksperimen yang dilakukan oleh Texas Transportation Institute atas permintaan Texas Highway Departement. Metode Texas melakukan penilaian berdasarkan pada 8 macam kerusakan jalan yaitu Rutting, Raveling, Flushing, Corrugation, Alligator Cracking, Longitudinal cracking, Tranverse cracking, dan Patching.

1. Persiapan survey.

   a. Penentuan team survey.

      Dua orang petugas survey yang dipilih harus telah terbiasa dengan perencanaan jalan dan metode pemeliharaan jalan. Seorang bertugas mengemudi dan mengamati jalan sebelah kanan, sementara seorang penumpang mengamati jalan sebelah kiri dan mencatat

kondisi pada formulir data. Oleh karena itu anggota team harus mempunyai pengetahuan tentang pola jalan, macam-macam kondisi kerusakan jalan, lokasi jalan, pola arus lalu lintas, dan persimpangan. Anggota team juga harus mempunyai kemampuan untuk mengendarai dengan hati-hati, mengamati kondisi secara obyektif, dan mencatat pengamatan secara konsisten sesuai standard.

b. Penentuan jalan dan bagian jalan.

Penentuan terlebih dahulu jalan-jalan yang akan disurvey diperlukan untuk menghindari subyektifitas karena adanya kepentingan-kepentingan yang telah dipertimbangkan pada jalan tersebut. Pada penentuan jalan yang akan disurvey dianjurkan untuk memilih jalan yang diperkirakan sangat memerlukan perbaikan. Sedangkan penentuan batas bagian jalan dapat ditentukan berdasarkan pedoman sebagai berikut :

- Batas-batas proyek bangunan lama dan baru
- Batas-batas tambalan atau overlay
- Perubahan geometris jalan kendaraan, misalnya dari 2 jalur menjadi 4 jalur,

dari jalur terbagi menjadi tidak terbagi, dari areal perkotaan menjadi areal pedesaan, dari jalan dengan kerb dan berselokan menjadi jalan tanpa kerb dan tanpa selokan.

perubahan-perubahan penting secara visual terhadap sifat-sifat khas penyaluran jalan atau lalu-lintas.

c. Membiasakan diri dengan formulir survey

Petugas survey sebelum melakukan survey harus sudah terbiasa dengan formulir-formulir yang digunakan dalam metode ini. Ada 6 formulir yang digunakan yaitu :

- Summary Data Form
- Inventory Data Form A (flexible pavement)
- Scoring Key A (flexible pavement)

  Inventory Data Form B (rigid pavement)
- Scoring Key B (rigid pavement)
- City Summary Sheet

Penilaian kondisi perkerasan pada pada Tugas Akhir ini tidak dibahas lebih lanjut.

2. Pengisian formulir.

a. Summary Data Form.

Pada Summary Data Form (Gambar 2.15) dicatat tentang data lokasi, kelengkapan

Data Summary Form

Date _____, 19__
Total Distress Points _____

DATA SUMMARY FORM

LOCATION

Street Name _____
From _____ To _____
Section Number _____ Length (in tenths of a mile) _____

FUNCTIONAL ADEQUACY

Roadway Width _____ No. of Lanes _____ Median Width _____
Parking on Street ☐ Yes ☐ No Sidewalks ☐ Yes ☐ No
☐ at curb
☐ detached
Average Daily Traffic _____
Drainage ☐ Storm Sewer ☐ V Gutter
☐ Unpaved Side Ditch ☐ Paved Side Ditch
☐ Curb & Gutter

STRUCTURAL ADEQUACY

Date of Construction _____ Date of Last Major Maintenance _____
___ Surface Overlay
___ Seal Coat
___ Crack & Joint Maintenance

COMMENTS _____

Gambar 2.19. Summary data form.

fungi jalan dan kelayakan struktural. Lokasi jalan ditandai dengan nama jalan dan batas-batas bagian jalan. Data kelayakan fungsi jalan meliputi lebar jalan kendaraan yang diukur dari kerb ke kerb, jumlah jalur, dan lebar median. Disamping itu juga dicatat tentang parkir, tratoir, dan sistem drainase. Bila memungkinkan dicatat pula volume lalu- lintas rata-rata harian. Data kelayakan struktural meliputi tanggal konstruksi, tanggal perawatan besar yang terakhir, dan kualitas perjalanan. Summary Data Form memberikan informasi yang diperlukan untuk menentukan prioritas apabila rangking menunjukkan kondisi yang hampir sama.

b. Inventory Data Form A (Fleksible Pavement). Inventory Data Form (Gambar 2.20) merupakan pusat perhatian dari evaluasi kondisi jalan dengan menggunakan metode ini. Pada formulir dicatat seluruh hasil pengamatan tim survey. Evaluasi kondisi meliputi riding quality dan distress.

TOTAL DISTRESS POINTS _____

INVENTORY DATA FORM A
(Flexible Pavement)

Street Name _____ Section No. _____

From _____ To _____

RIDING QUALITY (Check one) 1 ☐ 2 ☐ 3 ☐ 4 ☐

Types of Distress	Degree of Distress	Percentage of Area		
		1-15%	16-30%	31%+
PUTTING Score	Slight			
	Moderate			
	Severe			
RAVELING Score	Slight			
	Moderate			
	Severe			
FLUSHING Score	Slight			
	Moderate			
	Severe			
CORRUGATIONS Score	Slight			
	Moderate			
	Severe			
ALLIGATOR CRACKING Score	Slight			
	Moderate			
	Severe			
TRANSVERSE CRACKING Score	Slight			
	Moderate			
	Severe			
LONGITUDINAL CRACKING Score	Slight			
	Moderate			
	Severe			
PATCHING Score	Slight			
	Moderate			
	Severe			

Check One:
Sealed ...
Partially Sealed ...
Not Sealed ....

Check One:
Sealed ....
Partially Sealed .
Not Sealed

Gambar 2.20. Inventory data form metode Texas.

Evaluasi Riding Quality

Penentuan riding quality (RQ) berdasarkan ketentuan sebagai berikut :

RQ. 1. Tidak ada masalah dalam mengendarai pada batas kecepatan yang diijinkan.

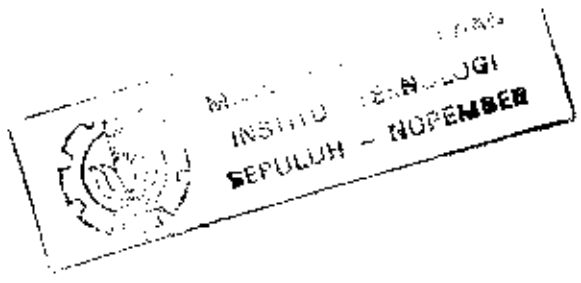
RQ. 2. Ada beberapa getaran dan goncangan saat mengendarai pada batas kecepatan yang diijinkan.

RQ. 3. Sukar untuk mengendalikan kendaraan pada saat mengendarai pada batas kecepatan yang diijinkan, pada suatu keadaan pengemudi terpaksa mengendarai pada kecepatan lebih rendah dari betas kecepatan yang diijinkan.

RQ. 4. Tidak mungkin mengendarai pada batas kecepatan yang diijinkan.

Evaluasi Distress

Jenis kerusakan yang dievaluasi pada metode ini ada 8 (delapan) macam. Prosentasi besarnya kerusakan dicatat berdasarkan luas kerusakan terhadap seluruh luas bagaian jalan yang ditinjau. Sedangkan tingkat keparahannya masing-masing jenis kerusakan ditentukan sebagai berikut:



1. Rutting.

Faktor penentu tingkat keparahan :

Ringan : Dalamnya penurunan kurang dari 1/2 inchi.

Sedang : Dalamnya penurunan sekitar 1/2 sampai 1 inchi tetapi pengendalian kendaraan tidak begitu terpengaruh.

Berat : Penurunan cukup dalam sehingga kenyamanan dalam mengemudi sangat terpengaruh.

2. Raveling.

Faktor penentu tingkat keparahan :

Ringan : Sedikit agregat terlihat terlepas dari perkerasan dan tersebar pada permukaan jalan.

Sedang : Butiran agregat yang terlepas menutupi area yang cukup luas pada permukaan jalan.

Berat : Agregat yang terlepas telah cukup banyak sehingga menyebabkan permukaan jalan menjadi kasar.

3. Flushing.

Faktor penentu tingkat keparahan :

Ringan : Aspal sedikit menutupi agregat.

Sedang : Aspal menutupi agregat pada area yang cukup luas.

Berat : Aspal menutupi keseluruhan agregat.

4. Corrugation.

Faktor penentu tingkat keparahan :

Ringan : Kerutan-kerutan mulai terlihat.

Sedang : Kerutan-kerutan menyebabkan goncangan tetapi tidak menyebabkan pengurangan kecepatan kendaraan.

Berat : Kerutan-kerutan cukup banyak sehingga menyebabkan kendaraan mengurangi kecepatannya.

5. Alligator Cracking.

Faktor penentu tingkat keparahan :

Ringan : Retakan hampir tidak terlihat.

Sedang : Lebar retakan lebih dari 1/4 inchi pada beberapa tempat, tetapi sisi retakan tidak terpisah keseluruhannya.

Berat : Retakan cukup lebar sehingga sisi-sisi retakan terpisah keseluruhannya.

6. Transverse Cracking.

Faktor penentu tingkat keparahan :

Ringan : Retakan hampir tidak terlihat.

Sedang : Retakan lebih lebar dari 1/4 inchi tetapi tidak terpisah secara keseluruhannya.

Berat : Retakan cukup lebar sehingga sisi retakan sepenuhnya terpisah.

7. Longitudinal Cracking.

Faktor penentu tingkat keparahan :

Ringan : Retakan hampir tidak terlihat.

Sedang : Retakan lebih lebar dari 1/4 inchi tetapi tidak terpisah secara keseluruhannya.

Berat : Retakan cukup lebar sehingga sisi retakan sepenuhnya terpisah.

8. Patching.

Faktor penentu tingkat keparahan :

Ringan : Tambalan rata dengan per keracan dan tidak menunjukkan kerusakan.

Sedang : Tambalan agak rusak tetapi tidak menyebabkan kendaraan mengurangi kecepatannya.

Berat : Tambalan cukup rusak sehingga menyebabkan kendaraan mengurangi kecepatannya, atau terlihat lobang yang belum diperbaiki.

4. Pelaksanaan Survey.

Setelah memahami metode ini, maka survey dapat dilakukan dengan urutan sebagai berikut :

a. Penentuan jalan dan panjang bagian jalan. Hal ini dilakukan dengan menandai jalan-jalan yang akan disurvey pada peta kota.

b. Melengkapi Summary Data Form.

c. Mengumpulkan semua peralatan.

d. Menentukan jalan-jalan yang akan disurvey pada hari yang sama.

e. Mengevaluasi jalan yang pertama dan melengkapi kembali Summary Data Form.

f. Survey dilakukan dengan menjalankan kendaraan perlahan-lahan dan mencatat seluruh kerusakan pada Inventory Data Form.

4. Penilaian.

Dari Inventory Data Form yang telah diisi untuk masing-masing jalan kemudian diadakan penilaian terhadap masing-masing faktor kerusakan. Nilai dari faktor kerusakan tersebut terdapat pada Scoring Key Form A seperti tercantum pada Gambar 2.21. Dari masing-masing nilai faktor tersebut kemudian ditotal untuk seluruh jalan, dan didapatkan Total Distress Points untuk jalan tersebut.

5. Analisa Hasil.

Dari total distress point dapat ditentukan kategori kebutuhan dari masing-masing jalan yang dievaluasi. Pembagian kategori jalan tersebut adalah seperti pada Tabel 2.6. Dari pembagian kategori tersebut jalan dengan kategori yang sama dimasukkan ke dalam City Summary Sheet untuk kategori yang sama. Urutan penempatan berdasarkan total distress yang didapat. Setelah proses inventarisasi selesai dan jalan-jalan telah diranking berdasarkan

TABEL 2.6. Kategori kebutuhan pemeliharaan jalan.

TOTAL DISTRESS POINTS	KATEGORI
0 - 10	1. Tidak memerlukan perbaikan segera.
11 - 49	2. Memerlukan perbaikan.
50 +	3. Memerlukan pembangunan ulang

SCORING KEY A
(Flexible Pavement)

Street Name _____ Section No

From _____ To _____

Types of Distress	Degree of Distress	Percentage of Area		
		1-10%	10-30%	31%+
RUTTING	Slight	0	2	5
	Moderate	5	7	10
	Severe	10	12	15
RAVELING	Slight	5	8	10
	Moderate	10	12	15
	Severe	15	17	20
FLUSHING	Slight	5	8	10
	Moderate	10	12	15
	Severe	15	18	20
CORRUGATIONS	Slight	5	8	10
	Moderate	10	12	15
	Severe	15	18	20
ALLIGATOR CRACKING	Slight	5	10	15
	Moderate	15	15	20
	Severe	15	20	25

Types of Distress	Degree of Distress	1-10%			10-30%			31%+		
		S	PS	NS	S	PS	NS	S	PS	NS
TRANSVERSE CRACKING	Slight	2	5	8	3	7	10	3	7	12
	Moderate	5	8	10	7	10	15	7	13	15
	Severe	8	10	15	10	15	20	12	15	20
LONGITUDINAL CRACKING	Slight	2	5	8	3	7	10	3	7	12
	Moderate	5	8	10	7	10	15	7	13	15
	Severe	8	10	15	10	15	20	12	15	20

S - Severe
PS - Partially Severe
NS - Not Severe

Types of Distress	Degree of Distress	Percentage of Area		
		1-10%	10-30%	31%+
PATCHING	Slight	0	2	5
	Moderate	5	7	10
	Severe	7	15	20

Gambar 2.21. Scoring key form.

total distress yang diperoleh, dapat diterapkan hal-hal berikut ini :

a. Prioritas perbaikan atau rehabilitasi jalan dapat ditentukan berdasarkan pertimbangan sebagai berikut :
   - jalan dengan angka kerusakan tertinggi didahulukan ; atau
   - jalan arteri didahulukan daripada jalan kolektor atau jalan lokal; atau
   - jalan lama didahulukan daripada jalan baru; atau
   - jalan yang padat didahulukan daripada jalan yang kurang padat.

b. Estimasi biaya secara kasar dapat ditentukan dengan data struktur pada Summary Data Form.

c. Estimasi biaya secara keseluruhan dapat ditentukan dengan menjumlahkan masing-masing estimasi dari jalan yang telah dievaluasi.

Dari City Summary Sheet dapat diberikan rekomendasi oleh pemerintah mengenai hal-hal berikut :

- Pengadaan inventarisasi setiap tahun. Hal

ini disebabkan karena kondisi permukaan jalan selalu berubah.

- Pembuatan inventarisasi fisik jalan. Seperti ROW, kondisi lalu-lintas dan sebagainya.
- Penetapan anggaran tahunan untuk rehabilitasi dan perawatan jalan menurut hasil inventarisasi. Dengan adanya anggaran untuk perawatan dan perbaikan tahunan akan mengurangi jumlah jalan dengan kategori 2 dan 3 yang berarti mengurangi jumlah jalan yang harus direhabilitasi.

2.3.4. Metode Harijanto dan Abidin (1988).

Harijanto dan Abidin (1988) telah mengembangkan suatu metode penilaian yang berdasarkan pada metode Pennsylvania untuk diterapkan di Indonesia. Dalam metode ini dilakukan peninjauan kondisi jalan yang meliputi :

1. Peninjauan permukaan jalan, yakni peninjauan kerusakan.
2. Peninjauan kondisi Drainase.
3. Peninjauan Riding Quality.

A. Pelaksanaan survey.

1. Penentuan section survey.

   Seksi survey diambil sepanjang jalan yang dievaluasi.

INVENTORY DATA FORM

Street name : _____ Section No. : ____
From _____ To _____
Riding Quality 1[ ] 2[ ] 3[ ] 4[ ]

TOTAL DISTRESS POINTS _____

CONDITION		EXTENT				SEVERITY
EXCESS ASPHALT	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
RAVELING/WEATHERING	None	10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
BLOCK CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>1/2" spalled
		2	4	10	16	1/4"-1/2" spalled
	0	1	2	5	8	<1/4" or sealed
TRANS.ALONG, CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>1" spalled
		2	4	10	16	1/4"-1" spalled
	0	1	2	5	8	<1/4" or sealed
ALLIGATOR CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
EDGE DETERIORATION	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact
BITUMINOUS PATCHING	None	<10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
POTHOLES	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>3" depth
		2	4	10	16	1"-3" depth
	0	1	2	5	8	<1" depth
PROFILE DISTORTION	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	
	1	2	3	4	Water retained on surface
	0	Water may drain easily on surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	<10%	10-30%	30-60%	>60%	
	GOOD	MODERATE	POOR	VERYPOOR	
	2	4	6	8	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	4	8	12	

Gambar 2.22. Inventory data form metode Harijanto dan Abidin.

6. Peninjauan kondisi kerusakan.

Peninjauan kondisi kerusakan meliputi :

a. Excess Asphalt

Tingkat kerusakan :

Rendah : Sedikit bercak aspal pada permukaan jalan.

Sedang : Lebih banyak permukaan tertutup aspal disertai bekas roda kendaraan.

Berat : Hampir seluruh permukaan tertutup oleh aspal.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

b. Raveling dan Weathering.

Tingkat kerusakan :

Rendah : Beberapa partikel mulai terlepas.

Sedang : Permukaan jalan mulai kasar, dan semakin banyak partikel lepas.

Berat : Permukaan jalan sangat kasar, hampir seluruh partikel permukaan jalan lepas.

Cara observasi :

Dicatat prosentase luas terhadap keseluruhan luas seksi.

c. Block cracking.

Tingkat kerusakan :

Rendah : Keretakan telah ditutup dengan aspal atau lebar retak kurang dari 0,5 cm.

Sedang : Lebar retak 0,5 - 1 cm.

Berat : Lebar retak lebih dari 1 cm.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

d. Transverse & Longitudinal cracking.

Tingkat kerusakan :

Rendah : Lebar retak kurang dari 0,5 Cm.

Sedang : Lebar retak 0,5 - 2,5 cm.

Berat : Lebar retak lebih dari 2,5 Cm.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

e. Alligator cracking.

Tingkat kerusakan :

Rendah : Retak halus.

Sedang : Keretakan mulai terpisah.

Berat : Keretakan terpisah dan lepas.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

f. Edge deterioration.

Tingkat kerusakan :

Rendah : Pinggiran jalan mulai retak.

Sedang : Pinggiran jalan retak dan turun.

Berat : Pinggiran jalan rusak dan sebagian hilang.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

g. Bituminous patching.

Tingkat kerusakan :

Ringan : Keadaan tambalan baik.

Sedang : Tambalan mulai mengalami kerusakan.

Berat : Keadaan tambalan jelek, sebadgian besar tambalan rusak.

Cara observasi :

Dicatat prosentase luas arealnya terhadap luas seksi.

h. Potholes (lubang).

Tingkat kerusakan :

Rendah : Kedalaman lubang kurang dari 2,5 cm.

Sedang : Kedalaman lubang 2,5 - 7,5 cm.

Berat : Kedalaman lubang lebih dari 7,5 cm.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

i. Profile distorsion.

Tingkat kerusakan :

Rendah : Perubahan bentuk permukaan tanpa diikuti retak / plastis.

Sedang : Perubahan bentuk permukaan diikuti dengan retakan.

Berat : Perubahan bentuk permukaan diikuti dengan retak dan lubang.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

7. Peninjauan kondisi drainase.

Peninjauan kondisi drainase meliputi :

a. Pavement surface retension. Yaitu kecenderungan permukaan perkerasan menahan air. Hal ini terjadi bila kemiringan permukaan jalan kurang memadai atau terjadi depresi pada bagian jalan yang mengakibatkan adanya genangan air setelah turun hujan.

b. Condition of Gutter and Drains channels or side ditch. Yaitu saluran tepi atau melintang jalan sebagai penerima dan pembuang volume air permukaan haruslah memadai terhadap volume air dari permukaan jalan atau daerah sekitar perkerasan. Juga harus dapat secara cepat mengalirkan air hujan ke saluran pembuang.

c. Occurence of inundation by water after rain. Yaitu kemungkinan terjadinya penggenangan air setelah hujan. Hal ini mungkin disebabkan sistem drainase yang kurang memadai.

3. Peninjauan riding quality.

Riding quality digolongkan dalam 4 golongan, yaitu :

RQ.1 : Tidak ada masalah bagi kendaraan untuk berjalan sesuai kecepatan rencana.

RQ.2 : Ada sedikit goncangan dan terasa permukaan jalan yang kasar bila mengendarai pada kecepatan rencana.

RQ.3 : Sukar mengendalikan kendaraan bila mengemudi pada kecepatan rencana, kadang-kadang pengemudi terpaksa mengurangi kecepatan.

RQ.4 : Tidak mungkin samasekali bagi kendaraan untuk berjalan pada kecepatan rencana.

B. Penilaian.

a. Penilaian kerusakan jalan.

Total nilai kerusakan diperoleh dengan menjumlahkan masing-masing nilai dari tiap

tipe kerusakan. Nilai kerusakan diperoleh dari rumusan :

Nilai kerusakan = Nilai tingkat kualitas x Faktor pengali

Nilai tingkat kualitas adalah nilai yang terdapat pada formulir (Gambar 2.22.), sedangkan faktor pengali ditentukan berdasarkan klasifikasi kerusakan, seperti pada Tabel 2.7.

b. Penilaian kondisi drainase.

Nilai kondisi drainase diperoleh dengan menjumlahkan masing-masing nilai dari setiap faktor kondisi drainase.

C. Evaluasi.

a. Evaluasi kondisi jalan.

Dari total nilai kerusakan jalan, maka jalan-jalan yang dievaluasi dapat dikelompokan berdasarkan nilai tersebut.

Nilai kerusakan	Kategori
Kurang dari 10	Tidak diperlukan pemeliharaan.
10 - 30	Memerlukan pemeli haraan ringan.
30 - 60	Memerlukan pemeli haraan sedang.

TABEL 2.7. Klasifikasi jenis kerusakan jalan.

KLASIFIKASI	JENIS KERUSAKAN	FAKTOR PENGALI
I	- Potholes - Utility cut depressi	3
II	- Raveling-weathering - Alligator cracking	1
III	- Transverse-longitudinal - cracking - Block cracking - Shrinkage cracking - Depression - Weaving - Rutting - Shoving - Upheavel - Corrugation	0,7
IV	- Patching - Edge deteriorations - Flushing/Excess asphalt	0,5

Lebih dari 60	Memerlukan pemeliharaan berat atau rehabilitasi.

b. Evaluasi kondisi drainase.

Dari nilai kondisi drainase (NKD) maka kondisi drainase dapat dikelompokkan dalam 4 kelompok, sebagai berikut :

N_K_D	Kategori
0 - 6	Baik, memerlukan pemeliharaan rutin seperti pengontrolan dan pembersihan.
6 -12	Sedang, memerlukan perbaikan ringan pada sistem drainase.
12 - 20	Jelek, memerlukan perbaikan sedang.
20 - 24	Sangat jelek, memerlukan perbaikan total pada sistem drainase.

2.3.5. Metode Miami.

Metode Miami merupakan metode yang telah dikembangkan di kota Miami (Florida, USA) bertujuan menyediakan suatu metode yang sistematik dalam penentuan perawatan yang diperlukan untuk seluruh bagian jalan. Metode ini menginventarisasi keadaan perkerasan dan keadaan

fasilitas penunjang jalan seperti sidewalk, curb dan gutter, dan lain-lain. Untuk evalusi perkerasan ada 6 jenis kerusakan yang ditinjau yaitu transverse craks, longitudinal cracks, alligator cracks, ravcling, patching, dan rutting.

A. Evaluasi kondisi.

1. Anggota survey.

Anggota team survey sebanyak 2 orang yang terdiri dari seorang staf teknik dan seorang staf operasional. Satu anggota team mengemudikan kendaraan dan penumpangnya mengadakan pengamatan kerusakan jalan.

2. Penilaian.

Penilaian kondisi jalan terdiri dari penentuan kualitas perjalanan, penilaian distress, dan penilaian kondisi fasilitas penunjang.

a. Penilaian kualitas perjalanan.

Riding quality adalah tingkat kenyamanan pada saat melakukan perjalanan diatas perkerasan jalan. Cara mengevaluasi adalah dengan jalan mengendarai kendaraan pada jalan yang akan dievaluasi pada kecepatan batas yang

diijinkan. Selama melakukan evaluasi petugas penilai tidak boleh terpengaruh oleh penampilan permukaan jalan dan kelas fungsi jalan. Pada metode Miami, riding quality dibagi dalam 5 kategori yaitu :

Very good - Dapat berkendaraan dengan nyaman tanpa mengalami ganguan pada kecepatan batas.

Good - Satu atau dua tempat terasa kasar dan ada guncangan pada saat berkendaraan pada kecepatan batas.

Fair - Lebih banyak tempat, tetapi tidak sepanjang jalan, terasa kasar dan terasa guncangan pada saat berkendaraan pada kecepatan batas.

Poor - Kekasaran dan guncangan terasa sepanjang jalan saat berkendaraan pada batas kecepatan, pada beberapa

situasi menyebabkan pengemudi mengendarai dibawah kecepatan batas.

Very poor - Sulit atau tidak mungkin mengemudikan kendaraan pada kecepatan batas.

b. Penilaian distress.

Masing-masing jenis kerusakan dicatat berdasarkan tingkat keparahannya dan besarnya kerusakan.

1. Transverse cracking.

Tingkat kerusakan :

Low - Retak rambut

Moderate - Retakan lebih dari 1/4 inchi tetapi tidak sepenuhnya terpisah.

Severe - Sepenuhnya terpisah. Retakan diikuti terlepas nya tepi retakan.

Cara Pengukuran :

Dihitung jumlah retakan setiap panjang 100 feet dari bagian jalan.

2. Longitudinal Cracking

Tingkat kerusakan :

Low - Retak rambut.

Moderate - Retakan lebih dari 1/4 inchi tetapi tidak sepenuhnya tepisah.

Severe - Retakan diikuti dengan lepasnya tepi atau terbentuk alligator cracking. Retakan sepenuhnya terpisah.

Cara pengukuran :

Diukur berdasarkan prosentase panjang bagian jalan yang retak terhadap seluruh panjang jalan yang ditinjau.

3. Alligator cracking.

Tingkat kerusakan :

Low - Pola retakan terbentuk oleh retak rambut. Retakan tidak terpisah.

Moderate - Perkembangan dari retak terpisah menjadi pola atau jaringan retakan.

Severe - Bagian retak mudah dilihat dan terlepas pada pinggirnya. Beberapa ba-

gian retakan hilang atau terkelupas.

Cara pengukuran :

Prosentase luas kerusakan dicatat terhadap seluruh luas bagian jalan.

4. Raveling.

Tingkat kerusakan :

Low - Bentuk agregat terlihat.

Moderate - Agregat mulai menonjol dan permukaan jalan menjadi kasar.

Severe - Agregat menonjol dan terlepas. Pada permukaan jalan dapat terjadi depresi atau lubang-lubang.

Cara pengukuran :

Prosentase luas kerusakan terhadap seluruh luas bagian jalan.

5. Patching

Tingkat kerusakan :

Low - Tambalan dalam kondisi baik dan riding quality tetap baik.

Moderate - Tambalan sedikit ambles atau menonjol, mulai retak, dan riding quality nya fair.

Severe - Tambalan ambles atau menonjol, retak cukup parah, riding qualitynya menjadi buruk.

Cara pengukuran :

Prosentase luas area yang di tambal terhadap luas bagian jalan.

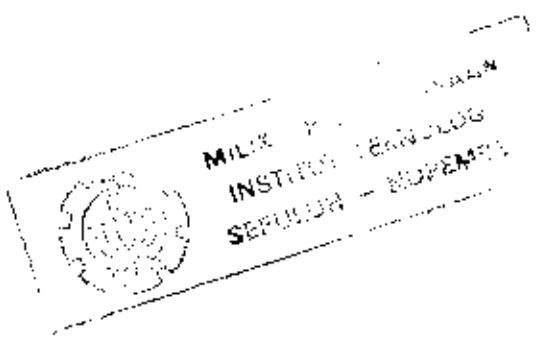
6. Rutting.

Tingkat kerusakan :

Low - Mulai terbentuk alur pada jejak roda, yang sedikit terasa waktu mengemudi.

Moderate - Alur terbentuk pada jejak roda dan mempengaruhi pergerakan lateral kendaraan.

Severe - Alur terlihat jelas pada jejak roda dan sangat mempengaruhi pergerakan lateral kendaraan.



Cara pengukuran :

Dihitung prosentase panjang kerusakan terhadap panjang bagian jalan.

Dari masing masing jenis kerusakan diadakan penilaian dengan batasan seperti pada Tabel 2.8. Dari masing masing nilai dijumlah didapatkan Pavement Distress Value untuk jalan yang ditinjau.

c. Penilaian Fasilitas penunjang.

1. Curb dan gutter.

Tipe :-Straight Curb
-Curb and Gutter
-Valley Gutter
-Both Valley and Curb and Gutter
-Incomplete
-None

Kondisi kerusakan :

Good - Curb dan gutter sepanjang bagian jalan sempurna tanpa ada bagian yang hilang atau terlepas. Tanpa ada penurunan antar pelat beton, retakan

TABEL 2.8. Nilai kerusakan metode Miami

DISTRESS	EXTEND	S E V E R I T Y		
		SLIGHT	MODERETE	SEVERE
Transerve cracking	(crack/100 feet)			
	1 or 2	0	1	2
	> 2	2	5	10
Longitudinal cracking	(percent)			
	1-20 %	4	8	12
	21-35 %	5	10	15
	> 35 %	10	15	20
Alligator cracking	(percent)			
	1-5 %	5	10	20
	6-20 %	15	20	25
	21-35 %	25	30	35
	> 35 %	35	40	50
Raveling	(exsistence)			
	1-100 %	5	10	20
Patching	(percent)			
	1-10 %	0	1	2
	11-20 %	3	4	6
	> 20 %	6	8	10
Rutting	(percent)			
	1-20 %	1	4	8
	21-40 %	4	9	12
	> 40 %	8	12	16

kurang dari 1/4 inchi dan tanpa genangan air.

Fair - Perbedaan antar pelat beton tidak lebih dari 2 inchi. Sebagian pingiran hilang dan beton mulai terkikis. Retakan lebih dari 1/2 inchi tetapi tidak sepenuhnya terpisah.

Poor - Perbedaan antar pelat beton pada sambungan lebih dari 2 inchi dan menyebabkan genangan air. Bagian beton yang hilang dan terlepas lebih banyak. Retakan lebih dari 1/2 inchi.

2. Median.

Tipe : -Raised Concrete Median
-Raised Grassed Median with Curb
-Raised Grassed Median without Curb
-Depressed Grass Median
-None

Kondisi kerusakan :

Good : Median beton tanpa keretakan lebih besar dari 1/4 inchi atau tidak ter- kelupas. Median dari rumput tidak ada bagian yang berlumpur dan tidak ada yang berbatu atau tidak ada yang ber semak-semak.

Fair : Retakan pada median dari beton lebih dari 1/2 inchi dan ada bagian yang terlepas. Rerumputan pada median 50% areanya gundul atau tumbuh liar.

Poor : Median dari beton retak lebih dari1/2 inchi banyak yang terlepas dan retakan ditumbuhi tanaman. Median dari rum put lebih dari 50% gundul dan memerlukan perhatian serius.

3. Parkway.

Kondisi kerusakan :

Good : Rerumputan bagus dengan sedikit tempat yang gundul. Tidak ada penurunan pada tepi perkerasan.

Fair : Area rumput kurang dari 50% gundul. penurunan kurang dari 6 inchi pada tepi perkerasan.

Poor : Sedikit atau tanpa rerum putan. Penurunan lebih dari 6 inchi.

4. Sidewalk.

Kondisi kerusakan :

Good - Sidewalk sepanjang bagian jalan sempurna tanpa bagian yang hilang atau terlepas. Tanpa perbedaan antar pelat beton dan retakan kurang dari 1/4 inchi.

Fair - Perbedaan antar pelat beton tidak lebih dari 2 inchi. Sedikit bagian pinggir terlepas retakan lebih dari 1/2 inchi.

Poor - Perbedaan antar pelat beton lebih dari 2 inchi. Banyak bagian yang hilang, Retakan lebih dari 1/2 inchi.

5. Drainase.

Kondisi : Ada masalah atau tidak dengan drainase.

6. Geometrik.

Kondisi kerusakan :

Out of grade - High : Sumbu jalan lebih tinggi 1 feet daripada tepi jalan.

Out of grade - Low : Sumbu jalan lebih rendah 1 feet daripada tepi jalan.

Off Center : Sumbu jalan terlihat sama tinggi dengan tepi jalan.

Dari masing masing jenis fasilitas penunjang diadakan penilaian dengan pembatasan seperti Tabel 2.9. Jumlah dari masing masing nilai merupakan Sufficiency Distress Value dari jalan yang ditinjau.

B. Penentuan Prioritas.

a. Penentuan kondisi jalan.

Tingkat kondisi jalan ditentukan dengan rumusan sebagai berikut :

Rating = 100 - Pavement distress value

Kondisi jalan ditentukan dengan batasan sebagai berikut :

Rating	Kondisi
60 atau kurang	Very poor
61 - 70	Poor
71 - 80	Fair
81 - 90	Good
91 - 100	Very good

b. Penentuan kondisi fasillitas penunjang.

Tingkat kondisi fasilitas penunjang ditentukan dengan rumusan sebagai berikut:

TABEL 2.9. Nilai kondisi daerah milik jalan

FEATURE	SEVERITY		
	POOR	FAIR	GOOD
Curb and Gutter			
Valley and Curb and/or Gutter	9	5	0
Curb and Gutter	9	5	0
Straight Curb	11	7	2
Valley Gutter	10	6	1
Incomplete Section	11	9	6
No Curb and/or Gutter	12	12	12
Median			
Raised Concrete Median	5	3	0
Raised Grass Median with Curb	5	2	0
Raised Grass Median	5	3	0
Depressed Grass Median	5	2	0
Parkway	10	5	0
Sidewalk			
Complete Section	10	6	0
Incomplete Section	11	7	6
No Sidewalk	12	12	12

Geometrics (existence)	deduct value
Out of Grade - High	8
Out of Grade - Low	8
Out of Grade - High and Off Center	12
Out of Grade - Low and Off Center	12
Off Center	8

Drainage	
Storm Sewer - No Problem	0
Local Drain - No Problem	4
No Drain - No Problem	8
Drainage Problem w/ Storm Sewer	4
Drainage Problem w/ Lokal Drain	8
Drainage Problem w/ No Drain	10

Ride Quality	
Critical	10
Poor	7
Fair	5
Good	2
Excellent	0

Pavement Width	width in feet , deduct value			
Zoned Residential	≤ 17, 12	18-19, 6	20-21, 4	≥ 22, 0
Zoned Commercial/ Industrial	≤ 19, 12	19-21, 6		≥ 22, 0
Arterial	≤ 21, 12	21-23, 6		≥ 24, 0

Rating = 100 - Sufficiency distress value

Kondisi fasilitas penunjang ditentukan dengan batasan sebagai berikut:

Rating	Kondisi
< 61	Very poor
61 - 70	Poor
71 - 80	Fair
81 - 90	Good
> 90	Very good

2. Personal survey.

   Personal survey terdiri dari 2 orang evaluator untuk dua jalur jalan.

3. Peralatan survey.

   Peralatan survey terdiri dari peta lokasi, alat tulis, formulir survey, clip board, manual survey, topi, penggaris 30 cm., meteraan 2 m. dan 15 m., kalkulator, tustel, dan mobil.

4. Cara melakukan survey.

   a. Sebelum melakukan survey, semua data tentang jalan yang akan dievaluasi dimasukkan dalan formulir survey.

   b. Survey dilakukan pada hari Minggu atau hari-hari libur untuk jalan-jalan sibuk dan pada hari biasa untuk jalan yang tidak sibuk.

   c. Survey dimulai dari ujung jalan dan dilakukan dengan berjalan kaki.

   d. Arah survey berlawanan dengan arah arus lalu lintas.

   e. Banyaknya lintasan survey tergantung lebar jalan.

INVENTORY DATA FORM

Street Name : _____ Section No. : ____
From _____ To _____

Riding Quality 1☐ 2☐ 3☐ 4☐

TOTAL DISTRESS POINTS _____

CONDITION	EXTENT					SEVERITY
EXCESS ASPHALT	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	0	Occas small patches
RAVELING/WEATHERING	None	10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	0	Minor loss
BLOCK CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>1/2" spalled
		2	4	10	16	1/4"-1/2" spalled
	0	1	2	5	0	<1/4" or sealed
TRANS.ALONG, CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>1" spalling
		2	4	10	16	1/4"-1" spalled
	0	1	2	5	0	<1/4" or sealed
ALLIGATOR CRACKING	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled And tight
	0	1	2	5	0	Hair line
EDGE DETERIORATION	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge (agjr)
	0	1	2	5	0	Cracked edge (slight)
RUTTING/UNDULATIONS	None	<10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	0	Good condition
POTHOLES	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>3" depth
		2	4	10	16	1" 3" depth
	0	1	2	5	0	<1" depth
PROFILE DISTORTION	None	<10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	0	Plastic waving

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	
	1	2	3	4	Water retained on surface
	0	Water may drain easily on surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	<10%	10-30%	30-60%	>60%	
	GOOD	MODERATE	POOR	VERYPOOR	
	2	4	6	8	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6	8	12	

Gambar 2.22. Inventory data form metode Hardjanto dan Abidin.

6. Peninjauan kondisi kerusakan.

Peninjauan kondisi kerusakan meliputi :

a. Excess Asphalt

.Tingkat kerusakan :

Rendah : Sedikit bercak aspal pada permukaan jalan.

Sedang : Lebih banyak permukaan tertutup aspal disertai bekas roda kendaraan.

Berat : Hampir seluruh permukaan tertutup oleh aspal.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang sekai.

b. Raveling dan Weathering.

Tingkat kerusakan :

Rendah : Beberapa partikel mulai terlepas.

Sedang : Permukaan jalan mulai kasar, dan semakin banyak partikel lepas.

Berat : Permukaan jalan sangat kasar, hampir seluruh partikel permukaan jalan lepas.

Cara observasi :

Dicatat prosentase luas terhadap keseluruhan luas seksi.

c. Block cracking.

Tingkat kerusakan :

Rendah : Keretakan telah ditutup dengan aspal atau lebar retak kurang dari 0,5 cm.

Sedang : Lebar retak 0,5 - 1 cm.

Berat : Lebar retak lebih dari 1 cm.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

d. Transveree & Longitudinal cracking.

Tingkat kerusakan :

Rendah : Lebar retak kurang dari 0,5 Cm.

Sedang : Lebar retak 0,5 - 2,5 cm.

Berat : Lebar retak lebih dari 2,5 Cm.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

e. Alligator cracking.

Tingkat kerusakan :

Rendah : Retak halus.

Sedang : Keretakan mulai terpisah.

Berat : Keretakan terpisah dan lepas.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

f. Edge deterioration.

Tingkat kerusakan :

Rendah : Pinggiran jalan mulai retak.

Sedang : Pinggiran jalan retak dan turun.

Berat : Pinggiran jalan rusak dan sebagian hilang.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

g. Bituminous patching.

Tingkat kerusakan :

Ringan : Keadaan tambalan baik.

Sedang : Tambalan mulai mengalami kerusakan.

Berat : Keadaan tambalan jelek, sebadgian besar tambalan rusak.

Cara observasi :

Dicatat prosentase luas arealnya terhadap luas seksi.

h. Potholes (lubang).

Tingkat kerusakan :

Rendah : Kedalaman lubang kurang dari 2,5 cm.

Sedang : Kedalaman lubang 2,5 - 7,5 cm.

Berat : Kedalaman lubang lebih dari 7,5 cm.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

i. Profile distorsion.

Tingkat kerusakan :

Rendah : Perubahan bentuk permukaan tanpa diikuti retak / plastis.

Sedang : Perubahan bentuk permukaan diikuti dengan retakan.

Berat : Perubahan bentuk permukaan diikuti dengan retak dan lubang.

Cara observasi :

Dicatat prosentase panjang arealnya terhadap panjang seksi.

7. Peninjauan kondisi drainase.

Peninjauan kondisi drainase meliputi :

a. Pavement surface retension. Yaitu kecenderungan permukaan perkerasan menahan air. Hal ini terjadi bila kemiringan permukaan jalan kurang memadai atau terjadi depresi pada bagian jalan yang mengakibatkan adanya genangan air setelah turun hujan.

b. Condition of Gutter and Drains channels or side ditch. Yaitu saluran tepi atau melintang jalan sebagai penerima dan pembuang volume air permukaan haruslah memadai terhadap volume air dari permukaan jalan atau daerah sekitar perkerasan. Juga harus dapat secara cepat mengalirkan air hujan ke saluran pembuang.

c. Occurence of inundation by water after rain. Yaitu kemungkinan terjadinya penggenangan air setelah hujan. Hal ini mungkin disebabkan sistem drainase yang kurang memadai.

S. Peninjauan riding quality.

Riding quality digolongkan dalam 4 golongan, yaitu :

RQ.1 : Tidak ada masalah bagi kendaraan untuk berjalan sesuai kecepatan rencana.

RQ.2 : Ada sedikit goncangan dan terasa permukaan jalan yang kasar bila mengendarai pada kecepatan rencana.

RQ.3 : Sukar mengendalikan kendaraan bila mengemudi pada kecepatan rencana, kadang-kadang pengemudi terpaksa mengurangi kecepatan.

RQ.4 : Tidak mungkin samasekali bagi kendaraan untuk berjalan pada kecepatan rencana.

B. Penilaian.

a. Penilaian kerusakan jalan.

Total nilai kerusakan diperoleh dengan menjumlahkan masing-masing nilai dari tiap

tipe kerusakan. Nilai kerusakan diperoleh dari rumusan :

Nilai kerusakan = Nilai tingkat kualitas x Faktor pengali

Nilai tingkat kualitas adalah nilai yang terdapat pada formulir (Gambar 2.22.), sedangkan faktor pengali ditentukan berdasarkan klasifikasi kerusakan, seperti pada Tabel 2.7.

b. Penilaian kondisi drainase.

Nilai kondisi drainase diperoleh dengan menjumlahkan masing-masing nilai dari setiap faktor kondisi drainase.

C. Evaluasi.

a. Evaluasi kondisi jalan.

Dari total nilai kerusakan jalan, maka jalan-jalan yang dievaluasi dapat dikelompokan berdasarkan nilai tersebut.

Nilai kerusakan	Kategori
Kurang dari 10	Tidak diperlukan pemeliharaan.
10 - 30	Memerlukan pemeli haraan ringan.
30 - 60	Memerlukan pemeli haraan sedang.

TABEL 2.7. Klasifikasi jenis kerusakan jalan.

KLASIFIKASI	JENIS KERUSAKAN	FAKTOR PENGALI
I	- Potholes - Utility cut depressi	3
II	- Raveling-weathering - Alligator cracking	1
III	- Transverse-longitudinal - cracking - Block cracking - Shrinkage cracking - Depression - Weaving - Rutting - Shoving - Upheavel - Corrugation	0,7
IV	- Patching - Edge deteriorations - Flushing/Excess asphalt	0,5

Lebih dari 60	Memerlukan pemeli haraan berat atau rehabilitasi.

b. Evaluasi kondisi drainase.

Dari nilai kondisi drainase (NKD) maka kondisi drainase dapat dikelompokkan dalam 4 kelompok, sebagai berikut :

N K D	Kategori
0 - 6	Baik, memerlukan pemeliha raan rutin seperti pengon trolan dan pembersihan.
6 -12	Sedang, memerlukan perbaikan ringan pada sistem drainase.
12 - 20	Jelek, memerlukan perbaikan sedang.
20 - 24	Sangat jelek, memerlukan per baikan total pada sistem drainase.

2.3.5. Metode Miami.

Metode Miami merupakan metode yang telah dikembangkan di kota Miami (Florida, USA) bertujuan menyediakan suatu metode yang sistematik dalam penentuan perawatan yang diperlukan untuk seluruh bagian jalan. Metode ini menginventarisasi keadaan perkerasan dan keadaan

fasilitas penunjang jalan seperti sidewalk, curb dan gutter, dan lain-lain. Untuk evalusi perkerasan ada 6 jenis kerusakan yang ditinjau yaitu transverse craks, longitudinal cracks, alligator cracks, raveling, patching, dan rutting.

A. Evaluasi kondisi.

1. Anggota survey.

   Anggota team survey sebanyak 2 orang yang terdiri dari seorang staf teknik dan seorang staf operasional. Satu anggota team mengemudikan kendaraan dan penumpangnya mengadakan pengamatan kerusakan jalan.

2. Penilaian.

   Penilaian kondisi jalan terdiri dari penentuan kualitas perjalanan, penilaian distress, dan penilaian kondisi fasilitas penunjang.

   a. Penilaian kualitas perjalanan.

      Riding quality adalah tingkat kenyamanan pada saat melakukan perjalanan diatas perkerasan jalan. Cara mengevaluasi adalah dengan jalan mengendarai kendaraan pada jalan yang akan dievaluasi pada kecepatan batas yang

diijinkan. Selama melakukan evaluasi petugas penilai tidak boleh terpengaruh oleh penampilan permukaan jalan dan kelas fungsi jalan. Pada metode Miami, riding quality dibagi dalam 5 kategori yaitu :

Very good - Dapat berkendaraan dengan nyaman tanpa mengalami ganguan pada kecepatan batas.

Good - Satu atau dua tempat terasa kasar dan ada guncangan pada saat berkendaraan pada kecepatan batas.

Fair - Lebih banyak tempat, tetapi tidak sepanjang jalan, terasa kasar dan terasa guncangan pada saat berkendaraan pada kecepatan batas.

Poor - Kekasaran dan guncangan terasa sepanjang jalan saat berkendaraan pada batas kecepatan, pada beberapa

situasi menyebabkan pengemudi mengendarai dibawah kecepatan batas.

Very poor - Sulit atau tidak mungkin mengemudikan kendaraan pada kecepatan batas.

b. Penilaian distress.

Masing-masing jenis kerusakan dicatat berdasarkan tingkat keparahannya dan besarnya kerusakan.

1. Transverse cracking.

Tingkat kerusakan :

Low - Retak rambut

Moderate - Retakan lebih dari 1/4 inchi tetapi tidak sepenuhnya terpisah.

Severe - Sepenuhnya terpisah. Retakan diikuti terlepas nya tepi retakan.

Cara Pengukuran :

Dihitung jumlah retakan setiap panjang 100 feet dari bagian jalan.

2. Longitudinal Cracking

Tingkat kerusakan :

Low - Retak rambut.

Moderate - Retakan lebih dari 1/4 inchi tetapi tidak sepenuhnya tepisah.

Severe - Retakan diikuti dengan lepasnya tepi atau terbentuk alligator cracking. Retakan sepenuhnya terpisah.

Cara pengukuran :

Diukur berdasarkan prosentase panjang bagian jalan yang retak terhadap seluruh panjang jalan yang ditinjau.

3. Alligator cracking.

Tingkat kerusakan :

Low - Pola retakan terbentuk oleh retak rambut. Retakan tidak terpisah.

Moderate - Perkembangan dari retak terpisah menjadi pola atau jaringan retakan.

Severe - Bagian retak mudah dilihat dan terlepas pada pinggirnya. Beberapa ba-

gian retakan hilang atau terkelupas.

Cara pengukuran :

Prosentase luas kerusakan dicatat terhadap seluruh luas bagian jalan.

4. Raveling.

Tingkat kerusakan :

Low - Bentuk agregat terlihat.

Moderate - Agregat mulai menonjol dan permukaan jalan menjadi kasar.

Severe - Agregat menonjol dan terlepas. Pada permukaan jalan dapat terjadi depresi atau lubang-lubang.

Cara pengukuran :

Prosentase luas kerusakan terhadap seluruh luas bagian jalan.

5. Patching

Tingkat kerusakan :

Low - Tambalan dalam kondisi baik dan riding quality tetap baik.

Moderate - Tambalan sedikit ambles atau menonjol, mulai retak, dan riding quality nya fair.

Severe - Tambalan ambles atau menonjol, retak cukup parah, riding qualitynya menjadi buruk.

Cara pengukuran :

Prosentase luas area yang di tambal terhadap luas bagian jalan.

6. Rutting.

Tingkat kerusakan :

Low - Mulai terbentuk alur pada jejak roda, yang sedikit terasa waktu mengemudi.

Moderate - Alur terbentuk pada jejak roda dan mempengaruhi pergerakan lateral kendaraan.

Severe - Alur terlihat jelas pada jejak roda dan sangat mempengaruhi pergerakan lateral kendaraan.

Cara pengukuran :

Dihitung prosentase panjang kerusakan terhadap panjang bagian jalan.

Dari masing masing jenis kerusakan diadakan penilaian dengan batasan seperti pada Tabel 2.8. Dari masing masing nilai dijumlah didapatkan Pavement Distress Value untuk jalan yang ditinjau.

c. Penilaian Fasilitas penunjang.

1. Curb dan gutter.

Tipe :-Straight Curb
-Curb and Gutter
-Valley Gutter
-Both Valley and Curb and Gutter
-Incomplete
-None

Kondisi kerusakan :

Good - Curb dan gutter sepanjang bagian jalan sempurna tanpa ada bagian yang hilang atau terlepas. Tanpa ada penurunan antar pelat beton, retakan

TABEL 2.8. Nilai kerusakan metode Miami

DISTRESS	EXTEND	S E V E R I T Y		
		SLIGHT	MODERETE	SEVERE
Transerve cracking	(crack/100 feet)			
	1 or 2	0	1	2
	> 2	2	5	10
Longitudinal cracking	(percent)			
	1-20 %	4	8	12
	21-35 %	5	10	15
	> 35 %	10	15	20
Alligator cracking	(percent)			
	1-5 %	5	10	20
	6-20 %	15	20	25
	21-35 %	25	30	35
	> 35 %	35	40	50
Raveling	(exsistence)			
	1-100 %	5	10	20
Patching	(percent)			
	1-10 %	0	1	2
	11-20 %	3	4	6
	> 20 %	6	8	10
Rutting	(percent)			
	1-20 %	1	4	8
	21-40 %	4	9	12
	> 40 %	8	12	16

kurang dari 1/4 inchi dan tanpa genangan air.

Fair - Perbedaan antar pelat beton tidak lebih dari 2 inchi. Sebagian pingiran hilang dan beton mulai terkikis. Retakan lebih dari 1/2 inchi tetapi tidak sepenuhnya terpisah.

Poor - Perbedaan antar pelat beton pada sambungan lebih dari 2 inchi dan menyebabkan genangan air. Dagian beton yang hilang dan terlepas lebih banyak. Retakan lebih dari 1/2 inchi.

2. Median.

Tipe : -Raised Concrete Median
-Raised Grassed Median with Curb
-Raised Grassed Median without Curb
-Depressed Grass Median
-None

Kondisi kerusakan :

Good : Median beton tanpa keretakan lebih besar dari 1/4 inchi atau tidak ter- kelupas. Median dari rumput tidak ada bagian yang berlumpur dan tidak ada yang berbatu atau tidak ada yang ber semak-semak.

Fair : Retakan pada median dari beton lebih dari 1/2 inchi dan ada bagian yang terlepas. Rerumputan pada median 50% areanya gundul atau tumbuh liar.

Poor : Median dari beton retak lebih dari1/2 inchi banyak yang terlepas dan retakan ditumbuhi tanaman. Median dari rum put lebih dari 50% gundul dan memerlukan perhatian serius.

3. Parkway.

Kondisi kerusakan :

Good : Rerumputan bagus dengan sedikit tempat yang gundul. Tidak ada penurunan pada tepi perkerasan.

Fair : Area rumput kurang dari 50% gundul. penurunan kurang dari 6 inchi pada tepi perkerasan.

Poor : Sedikit atau tanpa rerum putan. Penurunan lebih dari 6 inchi.

4. Sidewalk.

Kondisi kerusakan :

Good - Sidewalk sepanjang bagian jalan sempurna tanpa bagian yang hilang atau terlepas. Tanpa perbedaan antar pelat beton dan retakan kurang dari 1/4 inchi.

Fair - Perbedaan antar pelat beton tidak lebih dari 2 inchi. Sedikit bagian pinggir terlepas retakan lebih dari 1/2 inchi.

Poor - Perbedaan antar pelat beton lebih dari 2 inchi. Banyak bagian yang hilang, Retakan lebih dari 1/2 inchi.

5. Drainase.

Kondisi : Ada masalah atau tidak dengan drainase.

6. Geometrik.

Kondisi kerusakan :

Out of grade - High : Sumbu jalan lebih tinggi 1 feet dari-pada tepi jalan.

Out of grade - Low : Sumbu jalan lebih rendah 1 feet dari-pada tepi jalan.

Off Center : Sumbu jalan terlihat sama tinggi dengan tepi jalan.

Dari masing masing jenis fasilitas penunjang diadakan penilaian dengan pembatasan seperti Tabel 2.9. Jumlah dari masing masing nilai merupakan Sufficiency Distress Value dari jalan yang ditinjau.

B. Penentuan Prioritas.

a. Penentuan kondisi jalan.

Tingkat kondisi jalan ditentukan dengan rumusan sebagai berikut :

Rating = 100 - Pavement distress value

Kondisi jalan ditentukan dengan batasan sebagai berikut :

Rating	Kondisi
60 atau kurang	Very poor
61 - 70	Poor
71 - 80	Fair
81 - 90	Good
91 - 100	Very good

b. Penentuan kondisi fasillitas penunjang.

Tingkat kondisi fasilitas penunjang ditentukan dengan rumusan sebagai berikut:

TABEL 2.9. Nilai kondisi daerah milik jalan

FEATURE	SEVERITY		
	POOR	FAIR	GOOD
Curb and Gutter			
Valley and Curb and/or Gutter	9	5	0
Curb and Gutter	9	5	0
Straight Curb	11	7	2
Valley Gutter	10	6	1
Incomplete Section	11	9	6
No Curb and/or Gutter	12	12	12
Median			
Raised Concrete Median	5	3	0
Raised Grass Median with Curb	5	2	0
Raised Grass Median	5	3	0
Depressed Grass Median	5	2	0
Parkway	10	5	0
Sidewalk			
Complete Section	10	6	0
Incomplete Section	11	7	6
No Sidewalk	12	12	12

Geometrics (existence)	deduct value
Out of Grade - High	8
Out of Grade - Low	8
Out of Grade - High and Off Center	12
Out of Grade - Low and Off Center	12
Off Center	8

Drainage	
Storm Sewer - No Problem	0
Local Drain - No Problem	4
No Drain - No Problem	8
Drainage Problem w/ Storm Sewer	4
Drainage Problem w/ Local Drain	8
Drainage Problem w/ No Drain	10

Ride Quality	
Critical	10
Poor	7
Fair	5
Good	2
Excellent	0

Pavement Width	width in feet , *deduct value*			
Zoned Residential	≤ 17, *12*	18-19, *6*	20-21, *4*	≥ 22, *0*
Zoned Commercial/ Industrial	≤ 19, *12*	19-21, *6*		≥ 22, *0*
Arterial	≤ 21, *12*	21-23, *6*		≥ 24, *0*

Rating = 100 - Sufficiency distress value

Kondisi fasilitas penunjang ditentukan dengan batasan sebagai berikut:

Rating	Kondisi
< 61	Very poor
61 - 70	Poor
71 - 80	Fair
81 - 90	Good
> 90	Very good

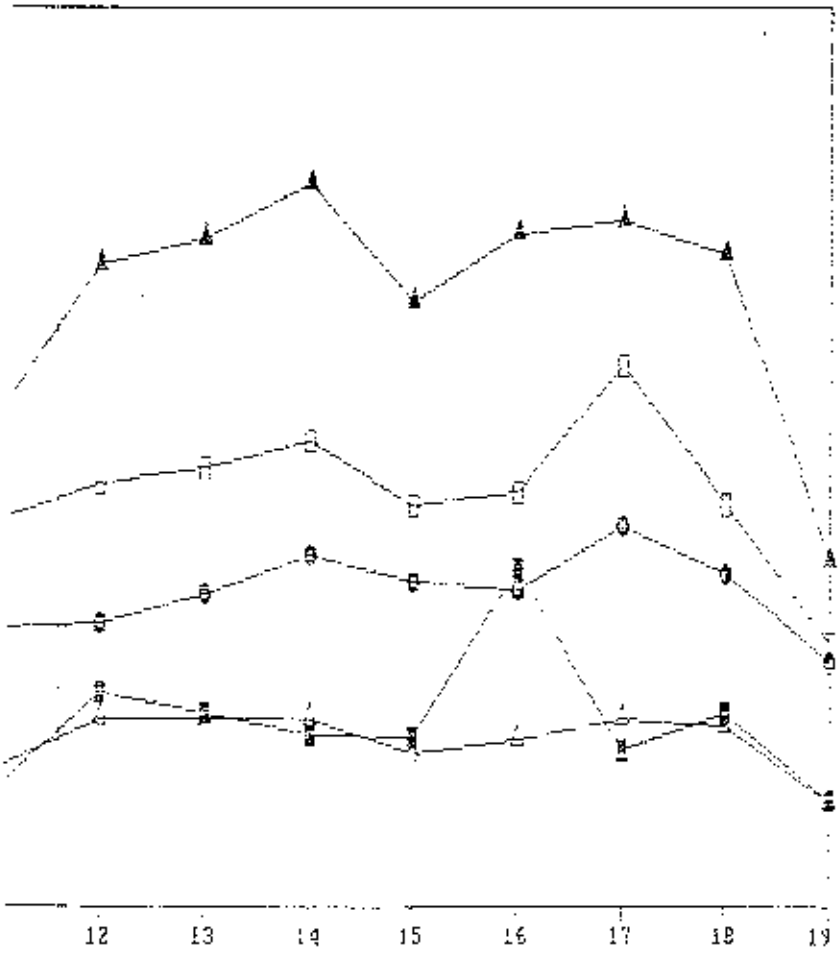
BAB IV

ANALISA DATA NILAI KERUSAKAN JALAN

4.1. TINJAUAN DATA HASIL EVALUASI

Dari hasil evaluasi kerusakan jalan dengan menggunakan 5 (lima) macam metode evaluasi seperti telah disajikan pada Bab III terdahulu, dibuat grafik hubungan antara total distress points dengan panjang section untuk masing-masing jalan yang ditinjau, seperti tercantum pada Gambar 4.1. sampai Gambar 4.14. . Dari grafik pada Gambar 4.1. sampai Gambar 4.14. didapatkan beberapa hal sebagai berikut :

1. Kecenderungan naik turunnya hasil yang diperoleh hampir sama untuk setiap metode yang dipakai. Tetapi pada beberapa seksi terdapat variasi hasil yang cukup besar antara metode yang satu terhadap yang lain. Hal ini disebabkan karena adanya perbedaan kriteria



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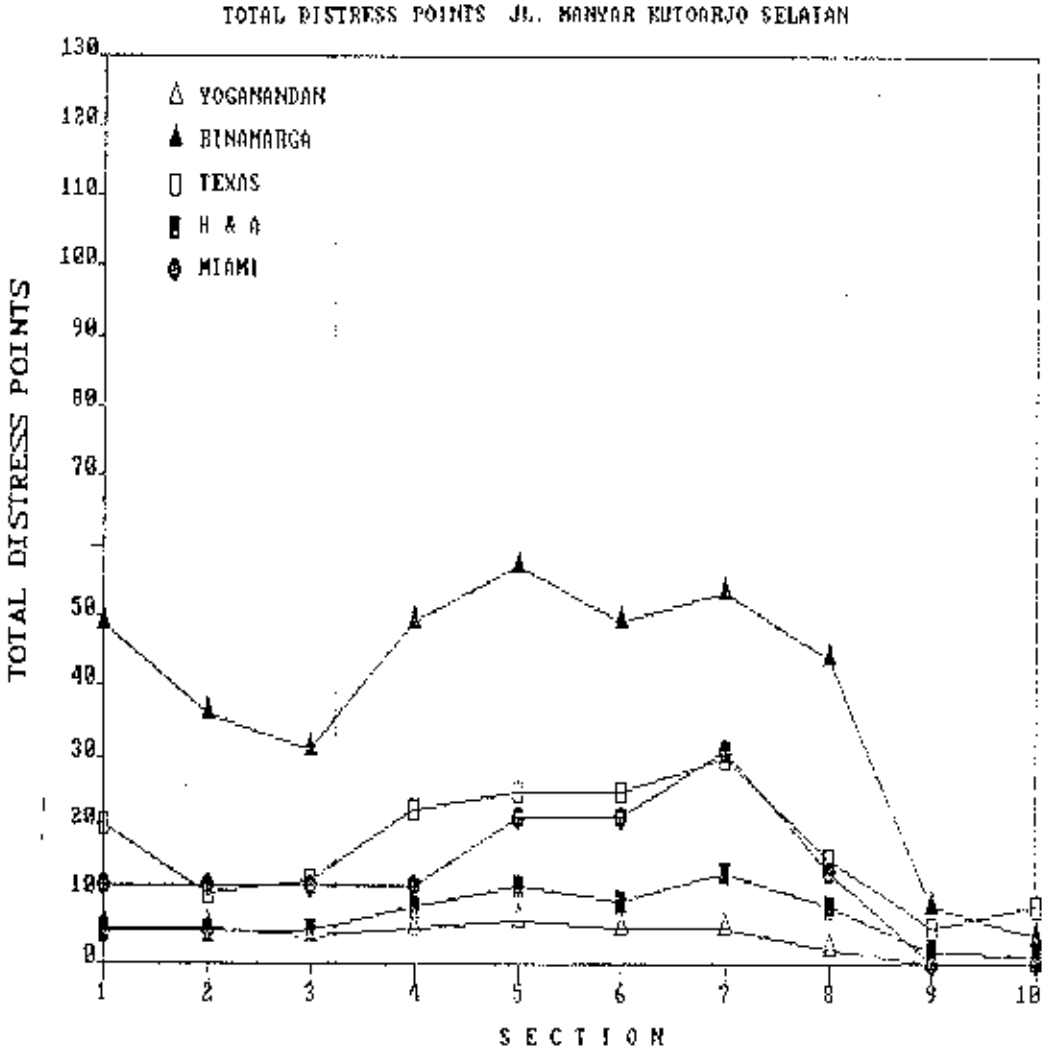
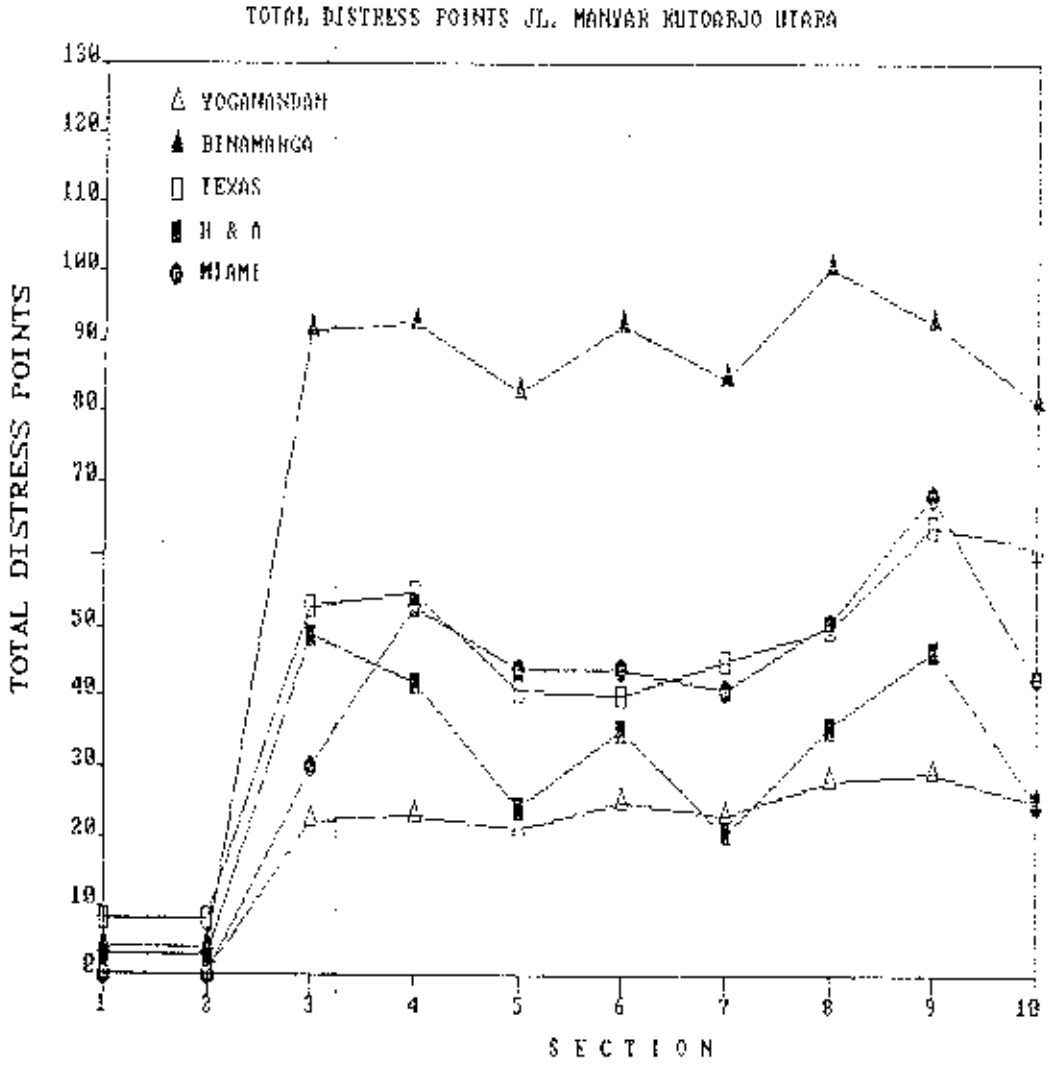
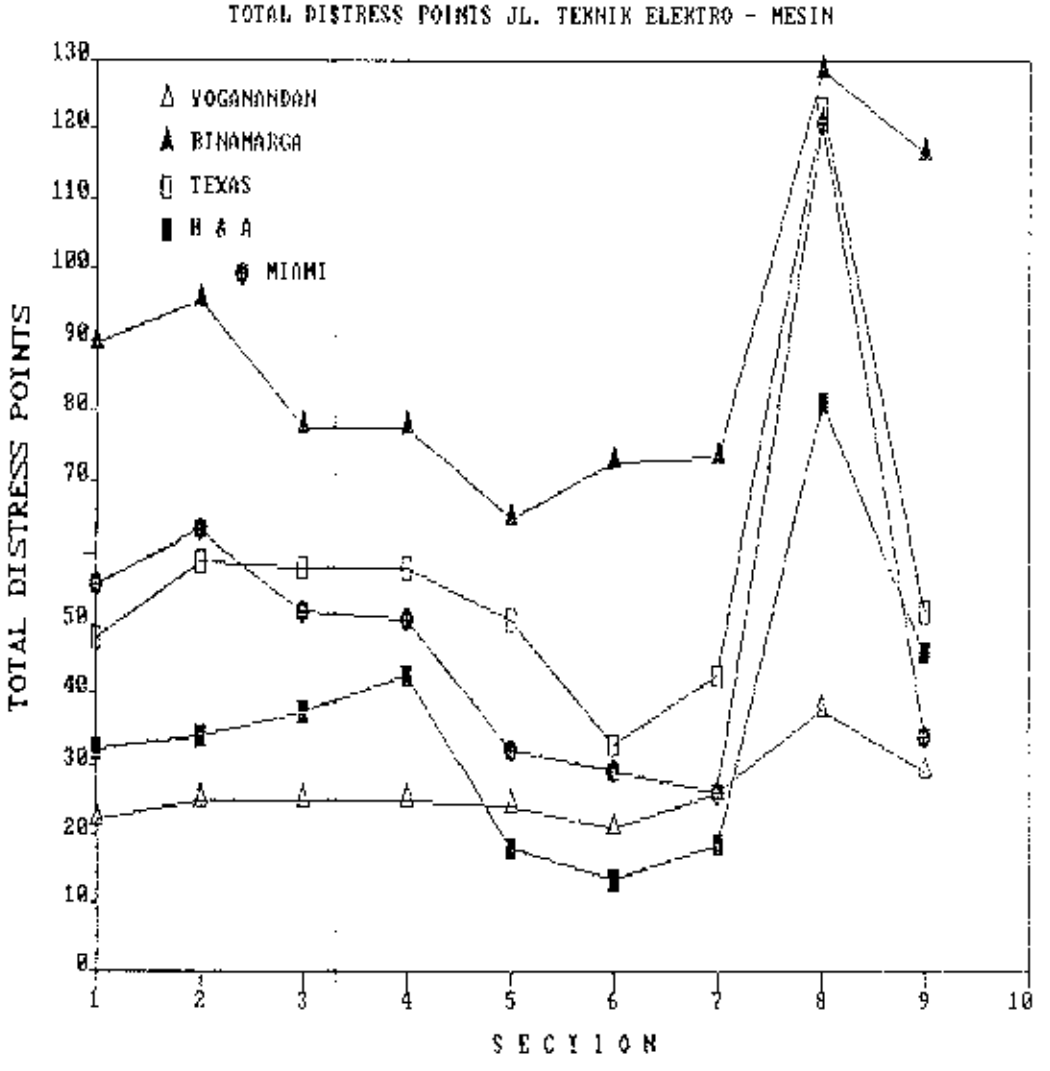


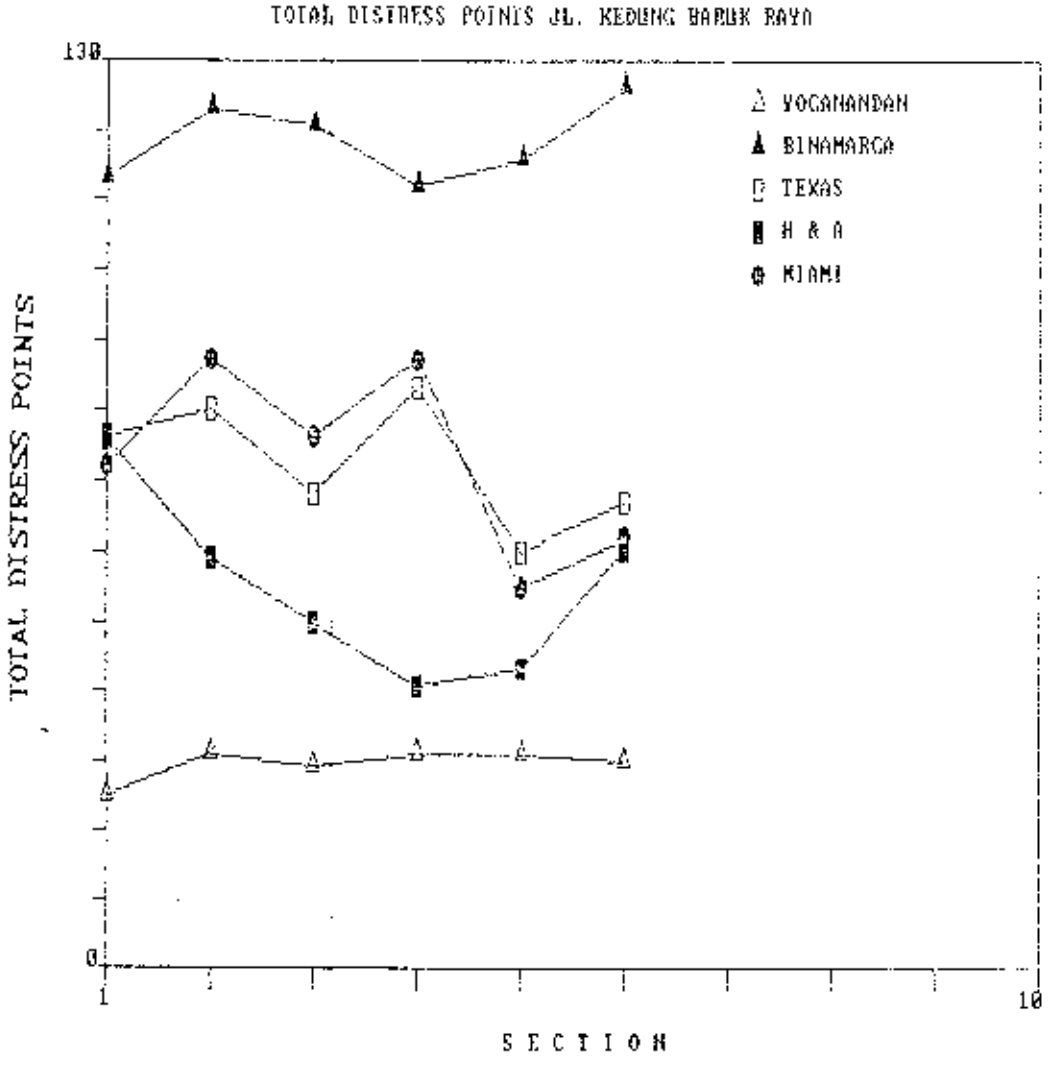
Gambar 4.3. Grafik nilai kerusakan jalan Jl. Manyar Kutoarjo Selatan.



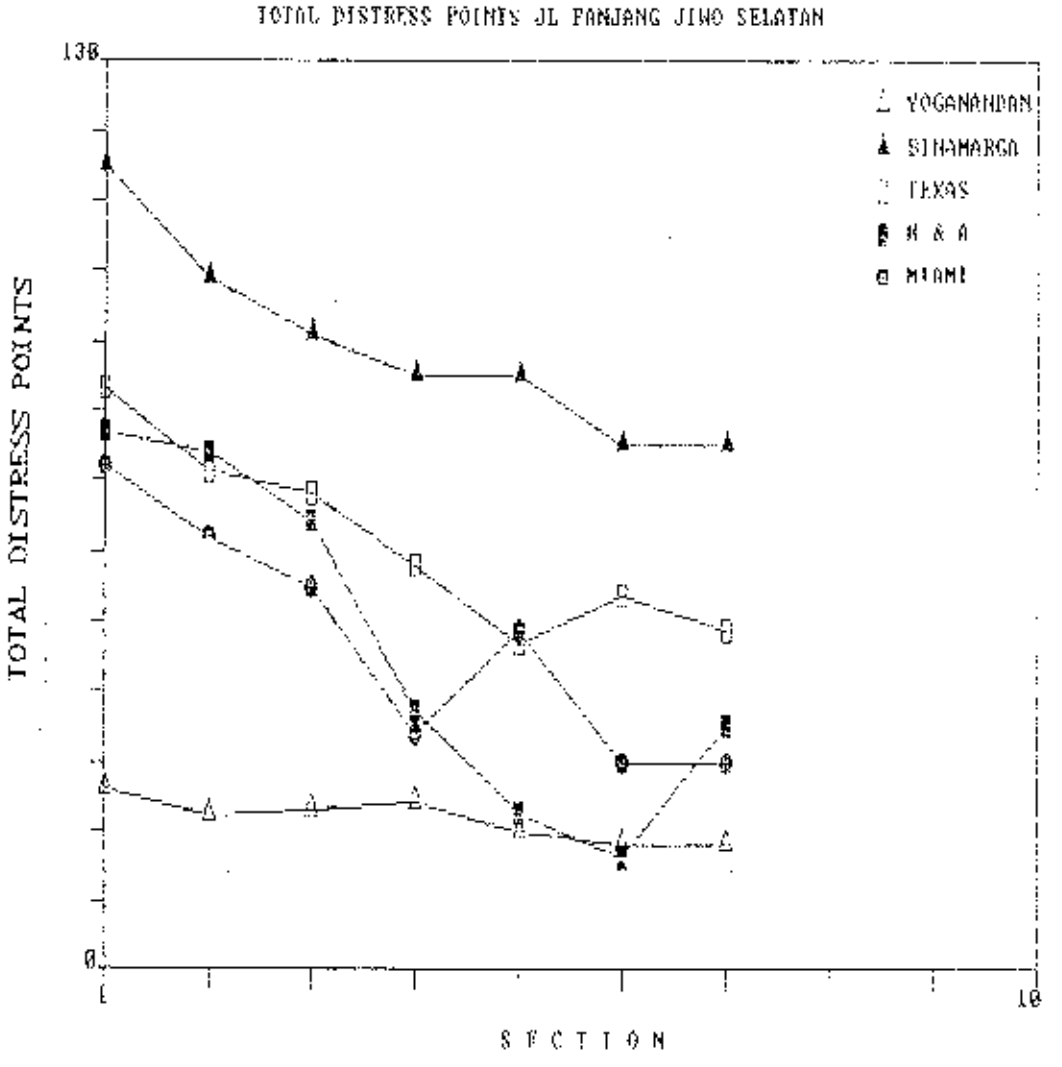
Gambar 4.2. Grafik nilai kerusakan jalan Jl. Manyar Kutoarjo



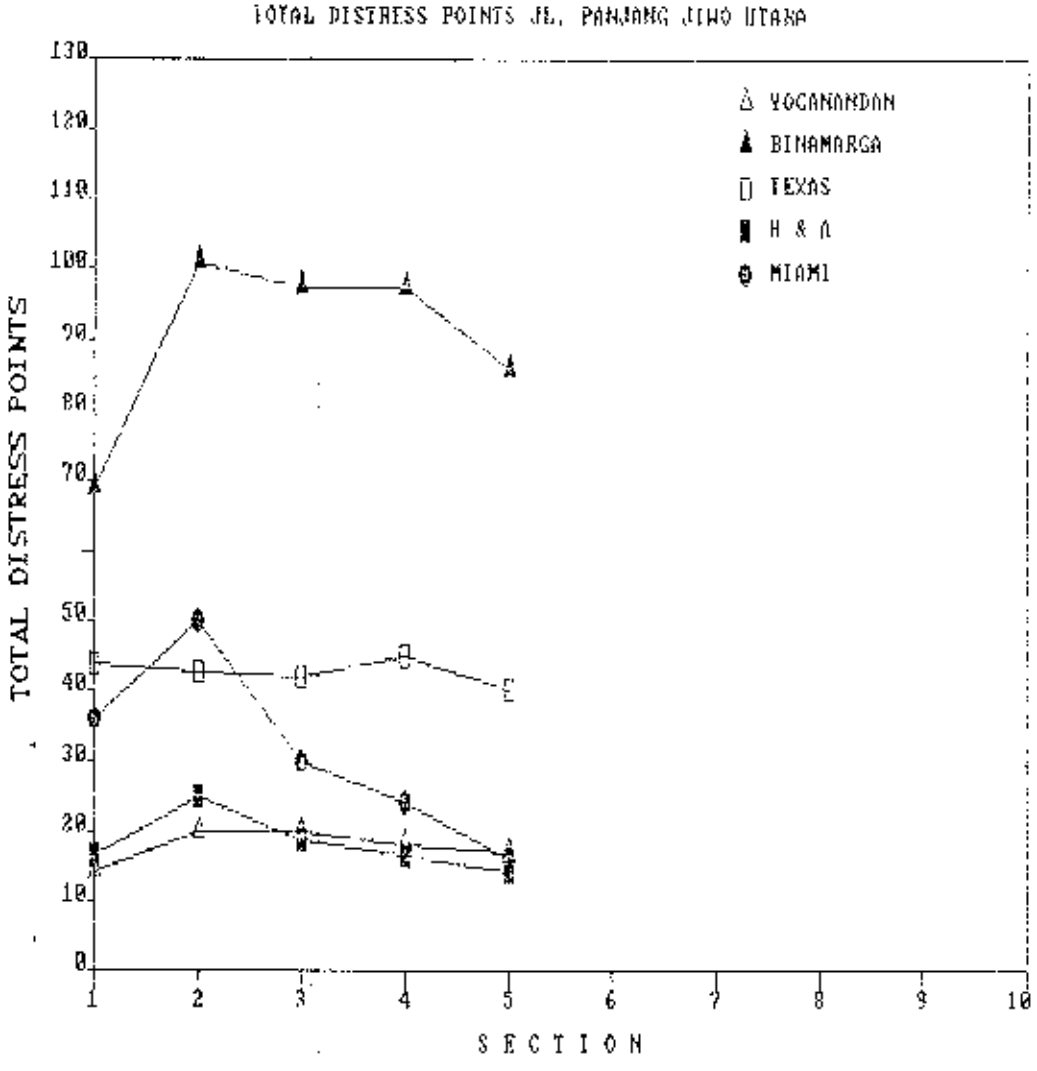
Gambar 4.4. Grafik nilai kerusakan jalan Ji. Teknik Elektro - Mesin.



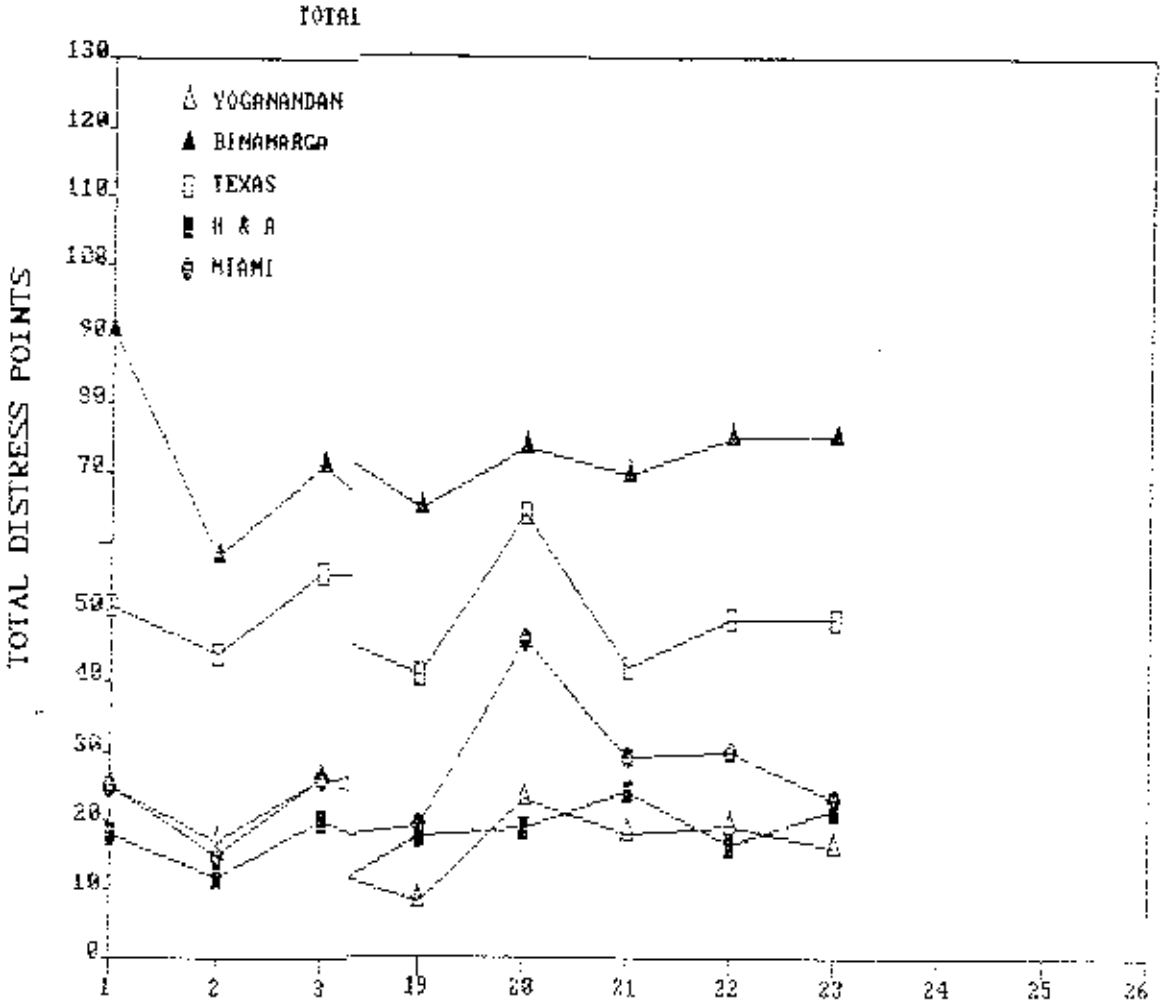
Gambar 4.5. Grafik nilai kerusakan jalan Jl. Raya Kedung Baruk.



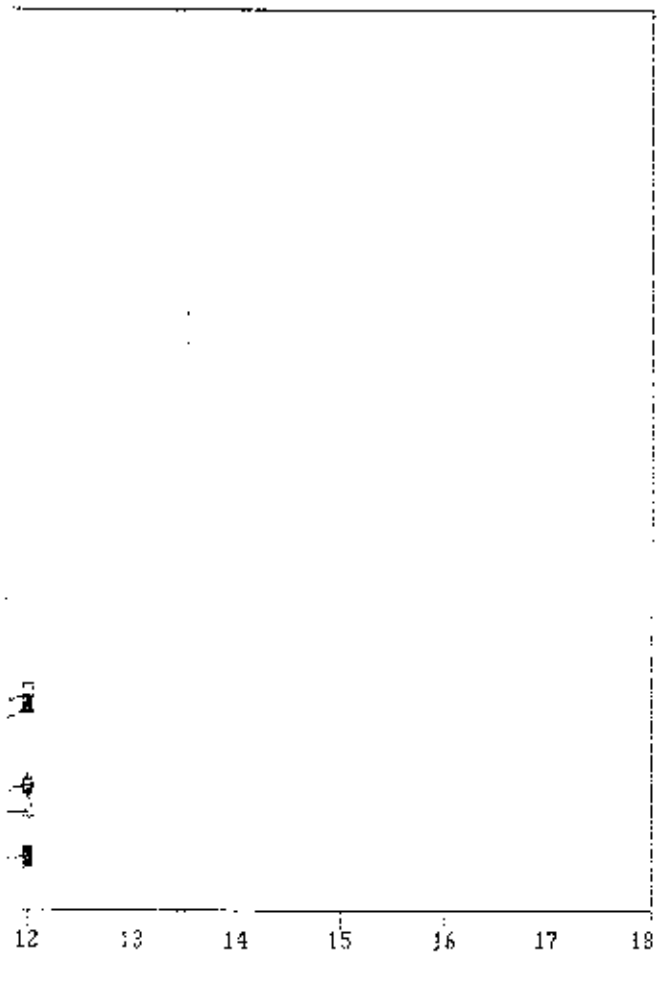
Gambar 4.6. Grafik nilai kerusakan jalan Jl. Panjang Jiwo Selatan.

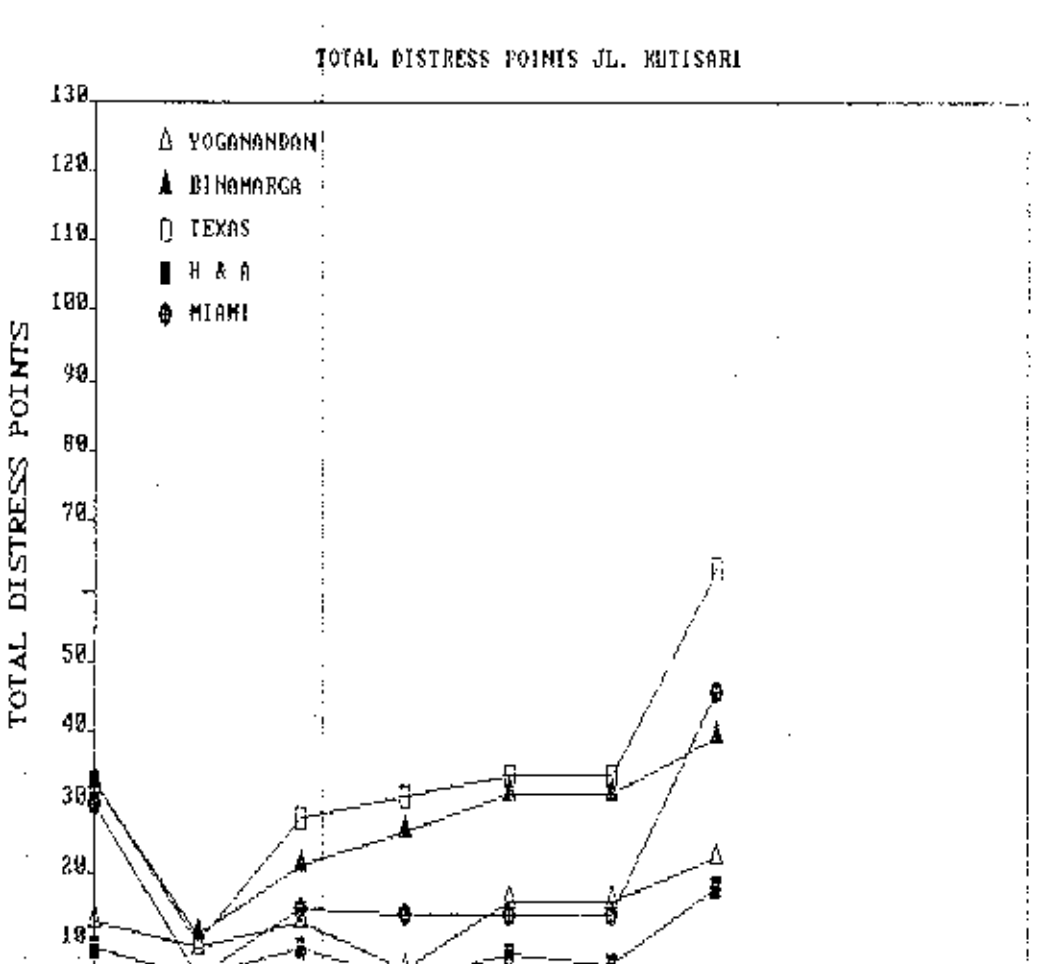


Gambar 4.7. Grafik nilai kerusakan jalan Jl. Panjang Jiwo Utara.

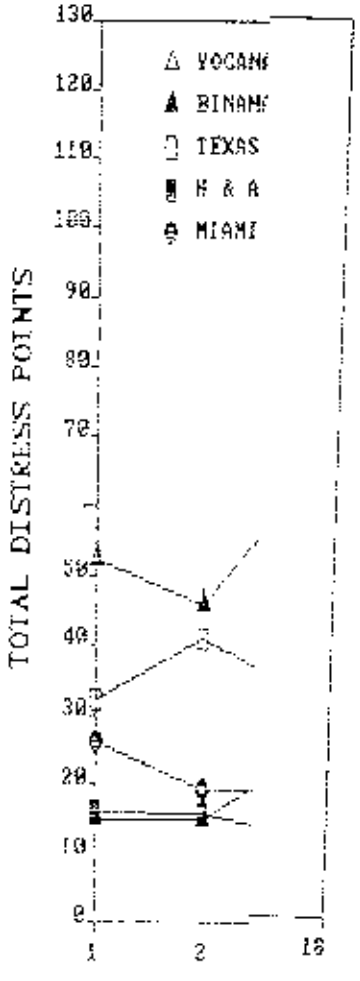


Gambar 4.8. Graf

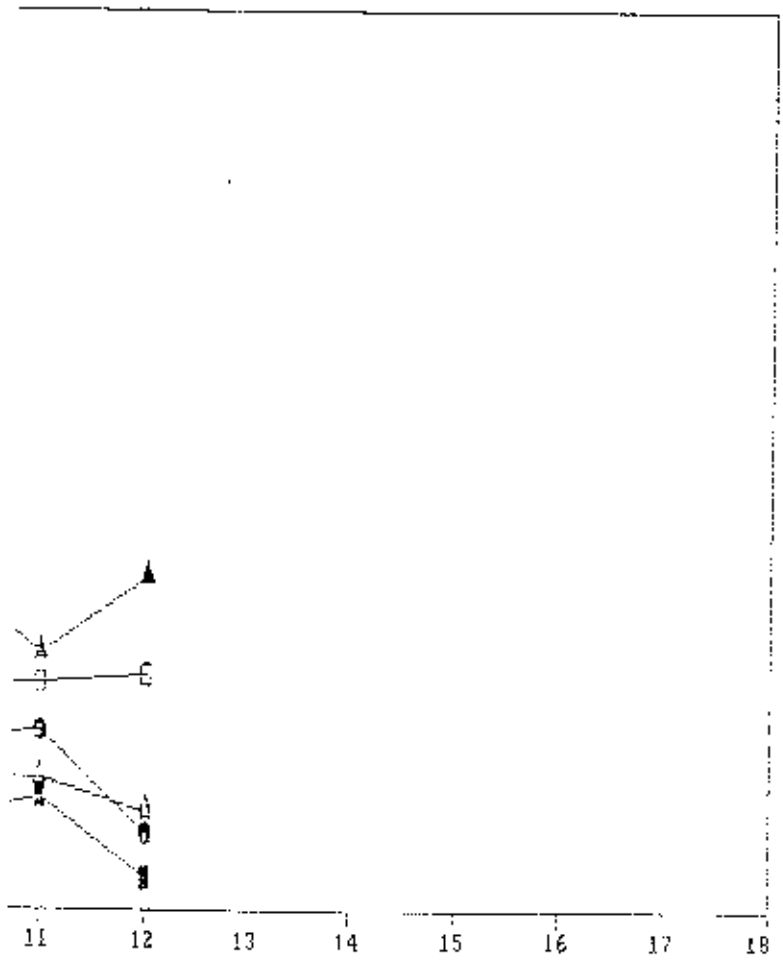

12
13
14
15
16
17
18



Gambar 4.10. Grafik nilai kerusakan jalan Jl. Kutisari.


TOTAL DISTRESS POINTS
VOCANS
BINAMS
TEXAS
N & A
MIAMI
130
120
110
100
90
80
70
60
50
40
30
20
10
0
1
2
18

Gambar 4.1.

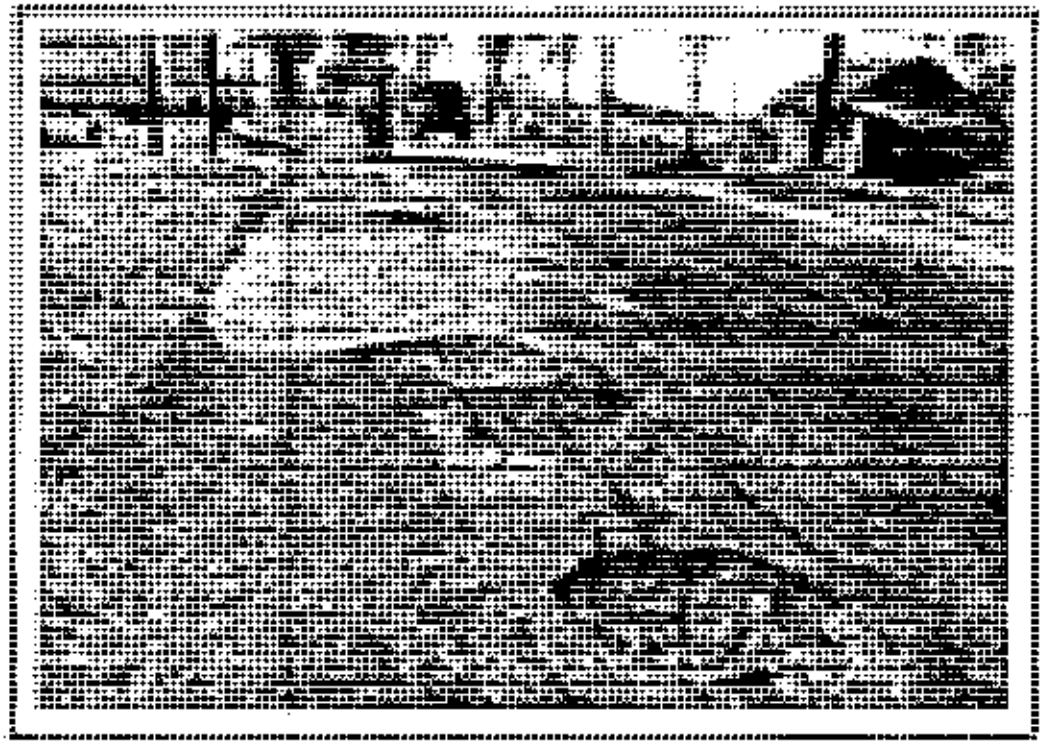


ltera.

penilaian dan adanya perbedaan jenis kerusakan yang dievaluasi. Kecenderungan yang berbeda ini terlihat pada jalan Arief Rahman Hakim section nomor 16. Pada penilaian dengan metode Harijanto dan Abidin, dan pada metode Bina Marga terjadi kenaikan yang cukup besar, sedangkan pada metode yang lain tidak terjadi kenaikan yang besar. Ini disebabkan karena pada metode Harijanto dan Abidin maupun pada metode Bina Marga ada penilaian terhadap lubang dengan nilai yang cukup besar, sedangkan pada metode Texas dan Miami, misalnya, tidak ada penilaian terhadap lubang. dilain pihak, pada metode Yoganandan penilaian terhadap lubang nilainya kecil.

2. Hasil evalusi dengan metode Bina Marga mempunyai perbedaan antar section sangat besar, seperti terlihat pada jalan Rungkut Mananggal. Hal ini disebabkan masing-masing jenis kerusakan pada metode Bina Marga diberi nilai yang cukup besar. Pada metode yang lain perbedaan nilai masing-masing jenis kerusakantidak begitu besar, sehingga penilaian akhir kerusakan juga diperoleh perbedaan yang tidak begitu besar.
3. Penentuan kondisi perkerasan pada beberapa metode mempunyai kecenderungan lebih buruk dari kondisi sebenarnya di lapangan. Hal ini terlihat pada metode

Gambar 4.15 Jalan Raya Bungkut seksi No. 15



Gambar 4.16 Jalan Arief Rahman Hakim seksi No. 16

Bina Marga, pada penilaian terhadap jalan teknik elektro diperoleh kondisi jalan dalam kategori 4 berarti kondisi jalan tersebut rusak cukup berat. Disamping itu pada metode Texas juga didapatkan kondisi jalan Teknik Elektro telah mencapai tingkat 3 yang berarti telah rusak. Kenyataannya jalan Teknik elektro masih dalam kondisi sedang dengan mengalami hampir seluruh tipe kerusakan yang ada.

4. Pada metode Harijanto dan Abidin umumnya penentuan kondisi telah sesuai dengan keadaan di lapangan dan terlihat bahwa riding quality yang didapat secara umum mencerminkan kondisi perkerasan, tetapi pada kondisi sedang dan kondisi baik masih terlalu dekat perbedaanya. Hal ini terlihat pada jalan Rungkut Menanggal dimana kondisi jalan tersebut masih baik tetapi pada penilaian dengan metode Harijanto dan Abidin ada beberapa seksi yang termasuk kategori sedang.

4. Secara umum, terlihat tidak ada hubungan secara langsung antara nilai kerusakan dengan tingkat kenyamanan perjalanan (Riding Quality). Seperti misalnya terlihat pada jalan Raya Rungkut section nomor 14 dan section nomor 15 dimana nilai kerusakan yang didapat cukup tinggi dengan terjadi retakan sepanjang seksi, tetapi Riding Quality yang diperoleh

adalah kategori baik. Sebaliknya, pada jalan Manyar Kutoarjo Selatan diperoleh Riding Quality dengan kategori sedang, tetapi nilai kerusakannya rendah. Hal demikian disebabkan karena penilaian Riding Quality umumnya hanya berdasarkan pada profil distortion saja. Karena itu jalan dengan kerusakan jenis retak dengan prosentase yang besar tetapi tanpa disertai profil distortion akan diperoleh Riding Quality dengan kategori baik.

4.2. TINJAUAN PENGARUH PANJANG SEKSI TERHADAP HASIL EVALUASI.

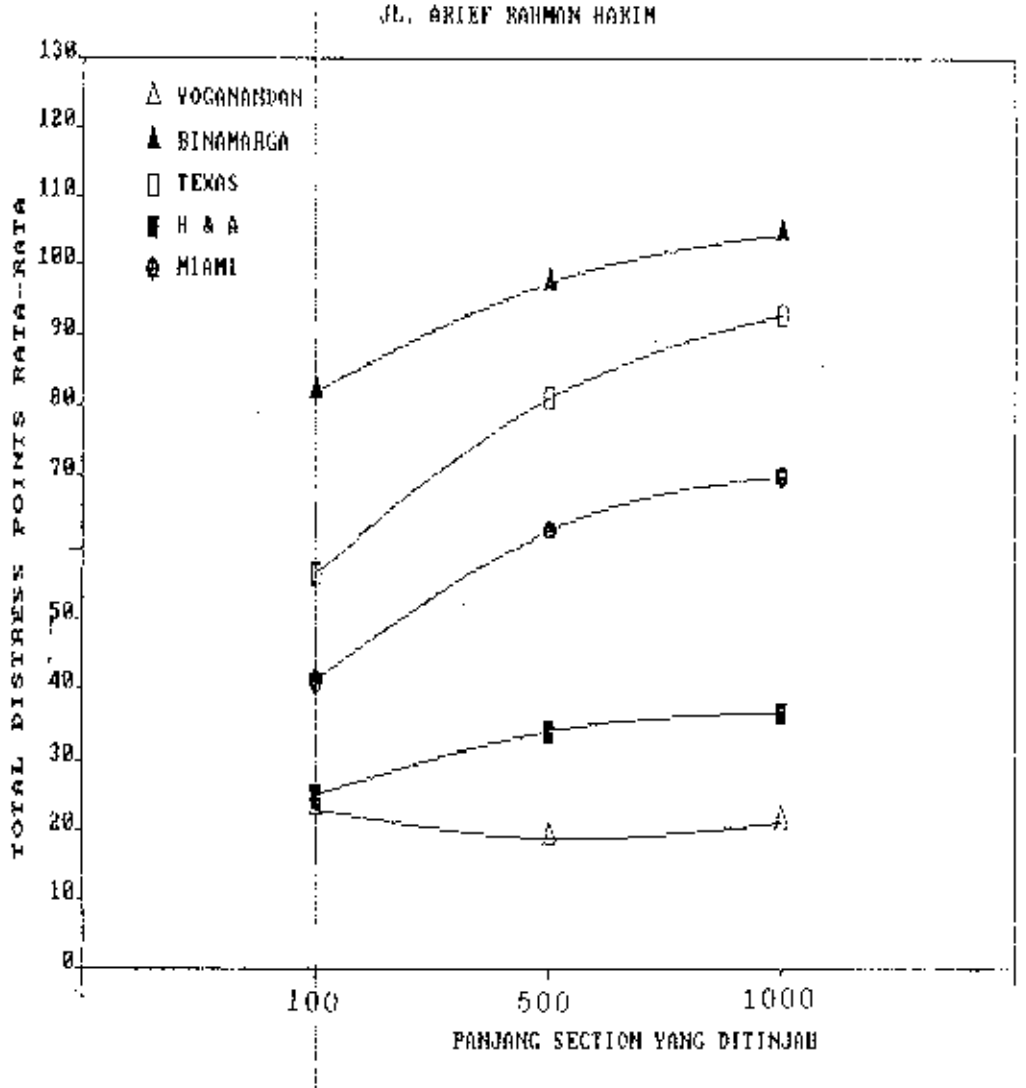
Evaluasi kerusakan selain dilakukan untuk panjang seksi 100 meter juga dilakukan untuk panjang seksi 500 meter dan 1000 meter. Evaluasi untuk panjang seksi 500 meter dan 1000 meter dilakukan setelah evaluasi untuk panjang seksi 100 meter selesai dikerjakan. Hasil evaluasi berdasarkan panjang seksi 500 meter dan 1000 meter disajikan pada Tabel 4.1. dan Tabel 4.2.

Dari hasil evaluasi berdasarkan panjang seksi 500 meter dan 1000 meter didapatkan hal-hal sebagai berikut :

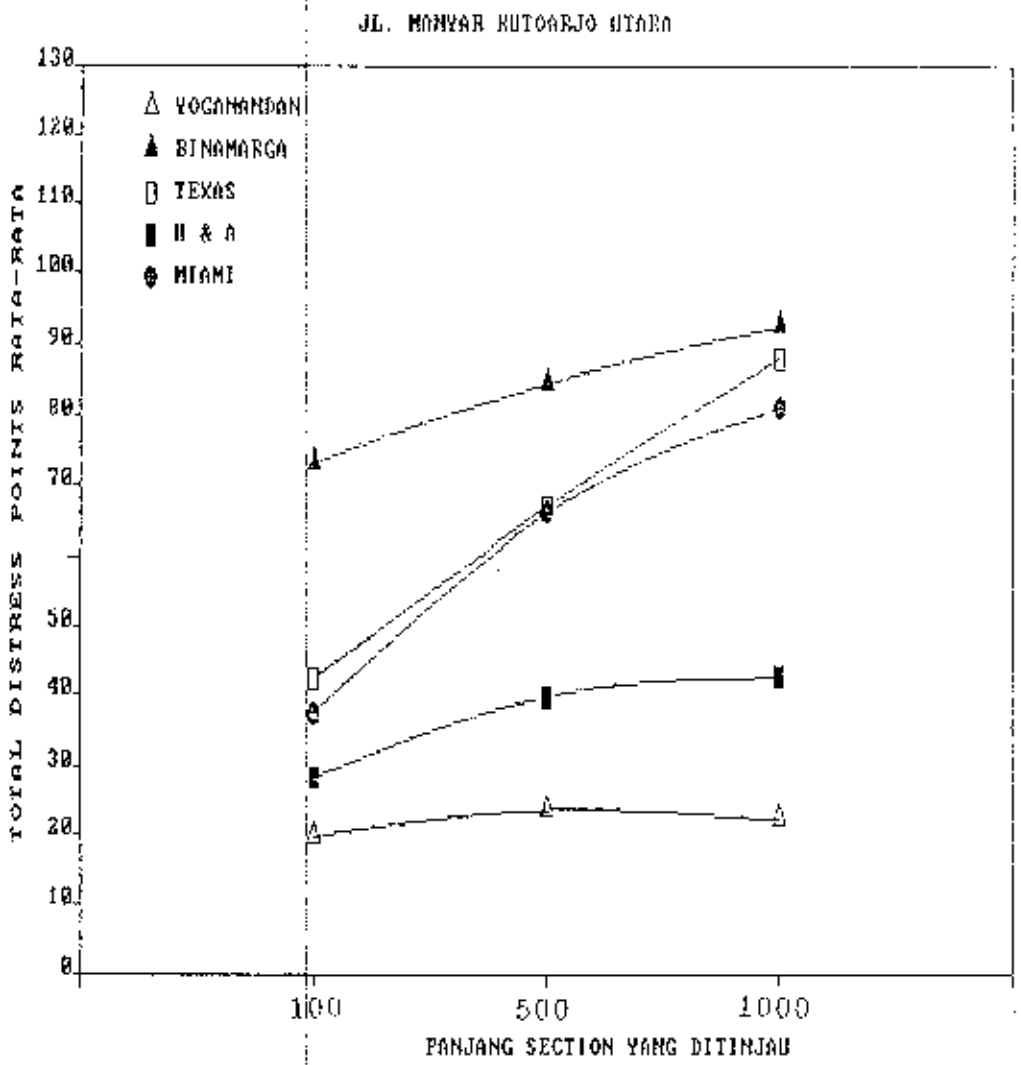
	RQ
:*	
:5	2
:8	2
;1	3
'9	3
;4	2
'8	2
:1	2
;8	2
'3	2
;0	2
'9	3
;2	3
:1	2
;0	2
;9	2
40	2
47	2
35	1
36	1

.MI	RQ
**	
15	1
4	1
4	1
29	1
28	1
30	1
11	1
31	2
7	2
11	1

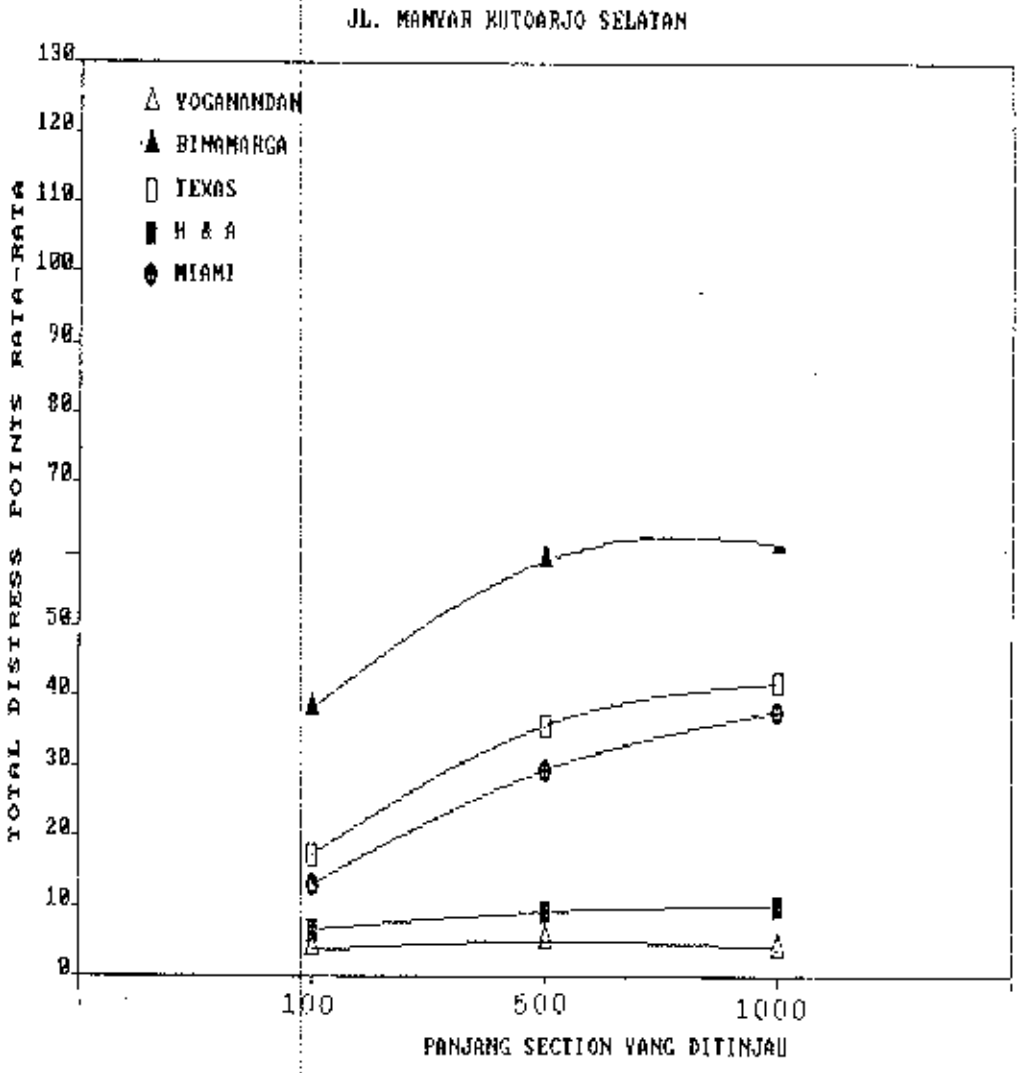
H&A			MIAMI			RQ
*	**	***	*	**	***	
3.4	31.4	32	37.5	46.5	60	2
6.6	36.8	41.7	45.3	78.5	80	2
3.3	39.9	42.7	37.4	66	81	2
.5	9.2	9.9	13	29.5	38	2
5.9	50.9	59.8	51.6	81.5	100	3
9.9	26.6	34.5	27.7	44.5	66	2
5.1	21.5	21	29.6	43.5	44	2
3.8	20.8	22.2	27.3	60	56	1
0.2	11.8	12	2.3	4	4	1
2.2	25.4	17.8	24.7	28.5	29	1
.9	13.7	11.3	12.3	21	27	2
.1	9.2	8.6	4.7	9	11	



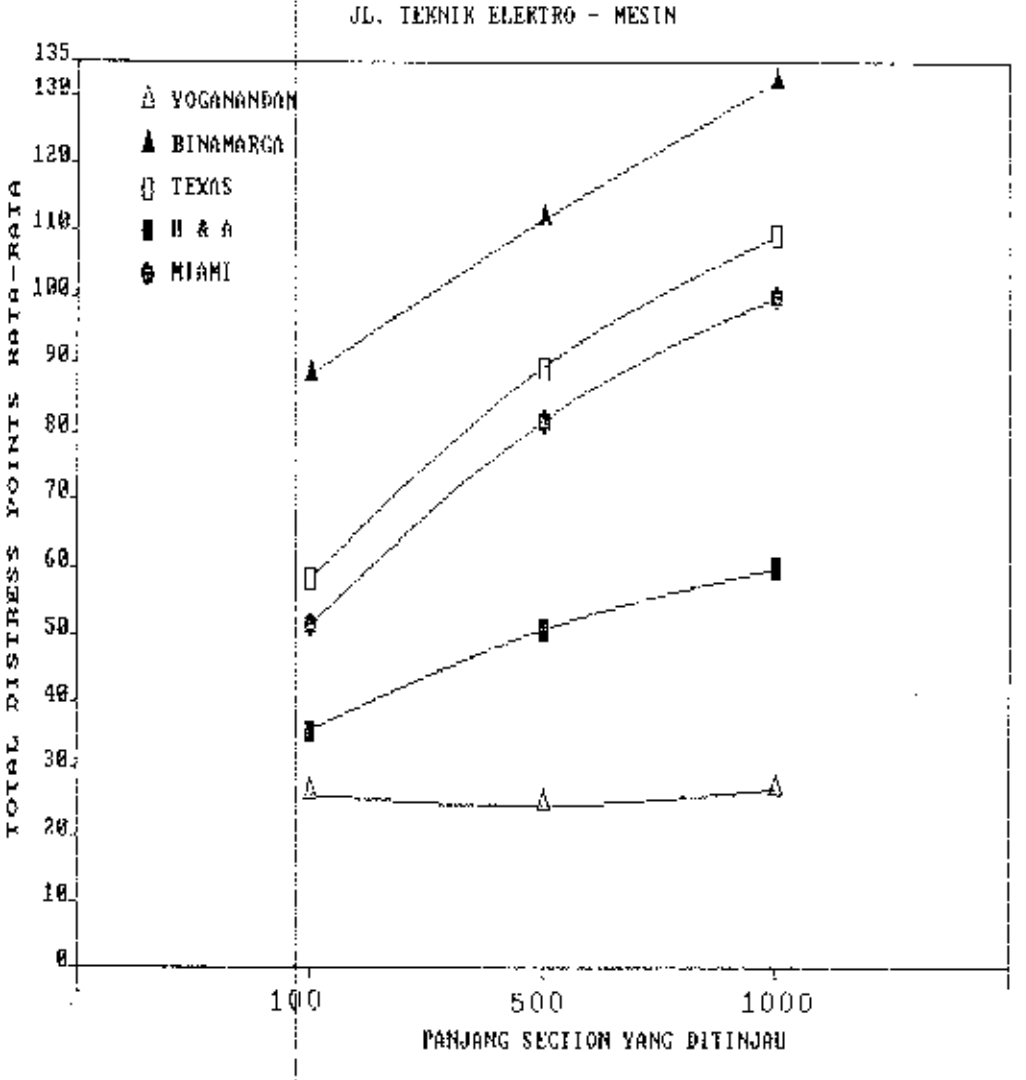
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



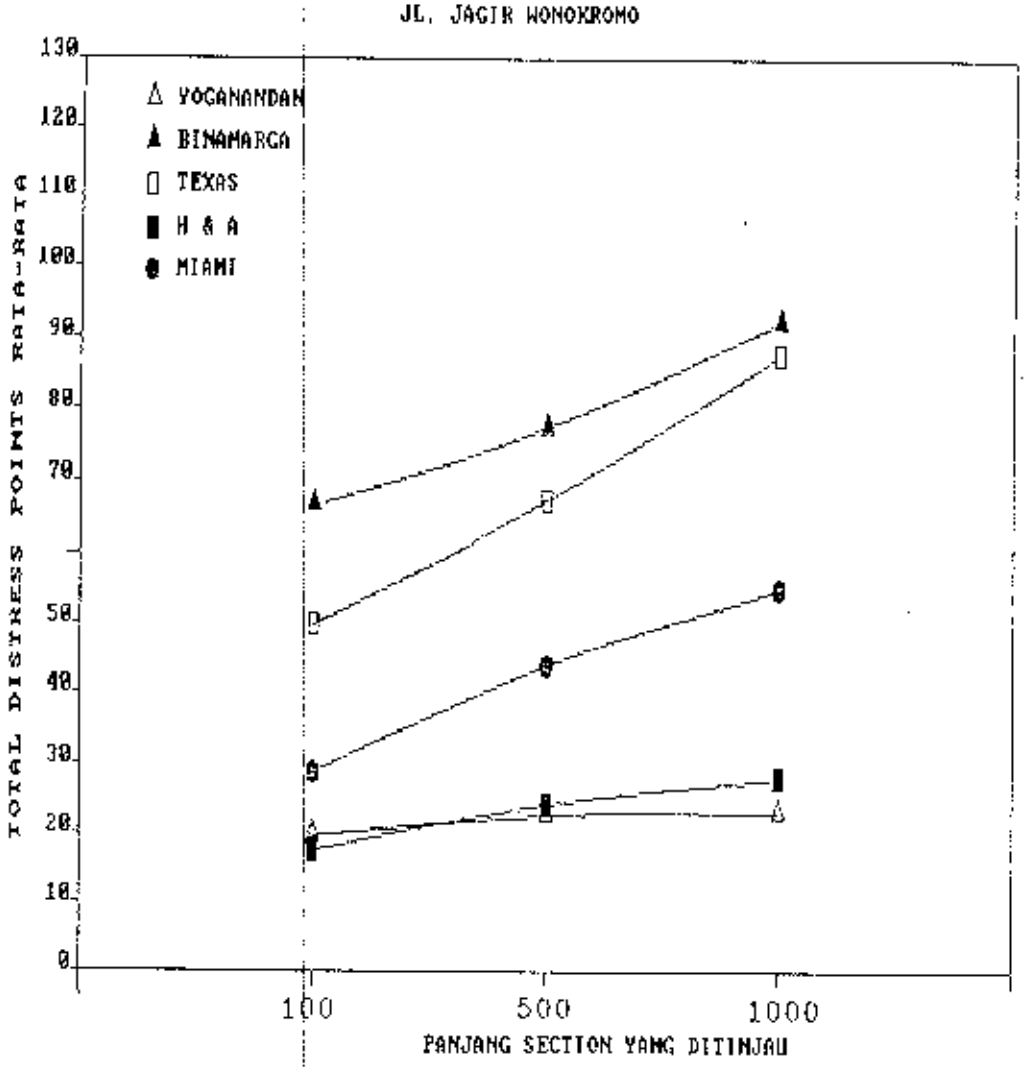
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



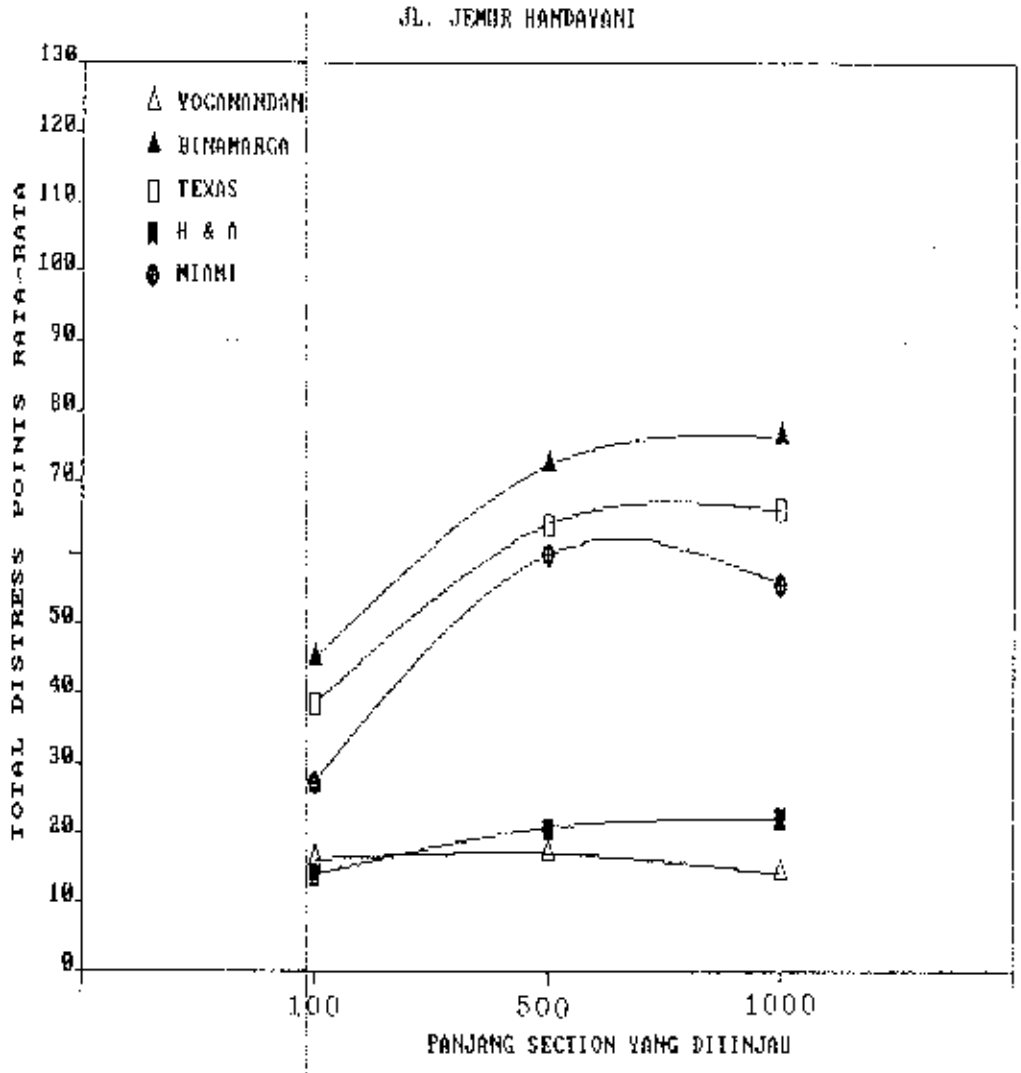
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



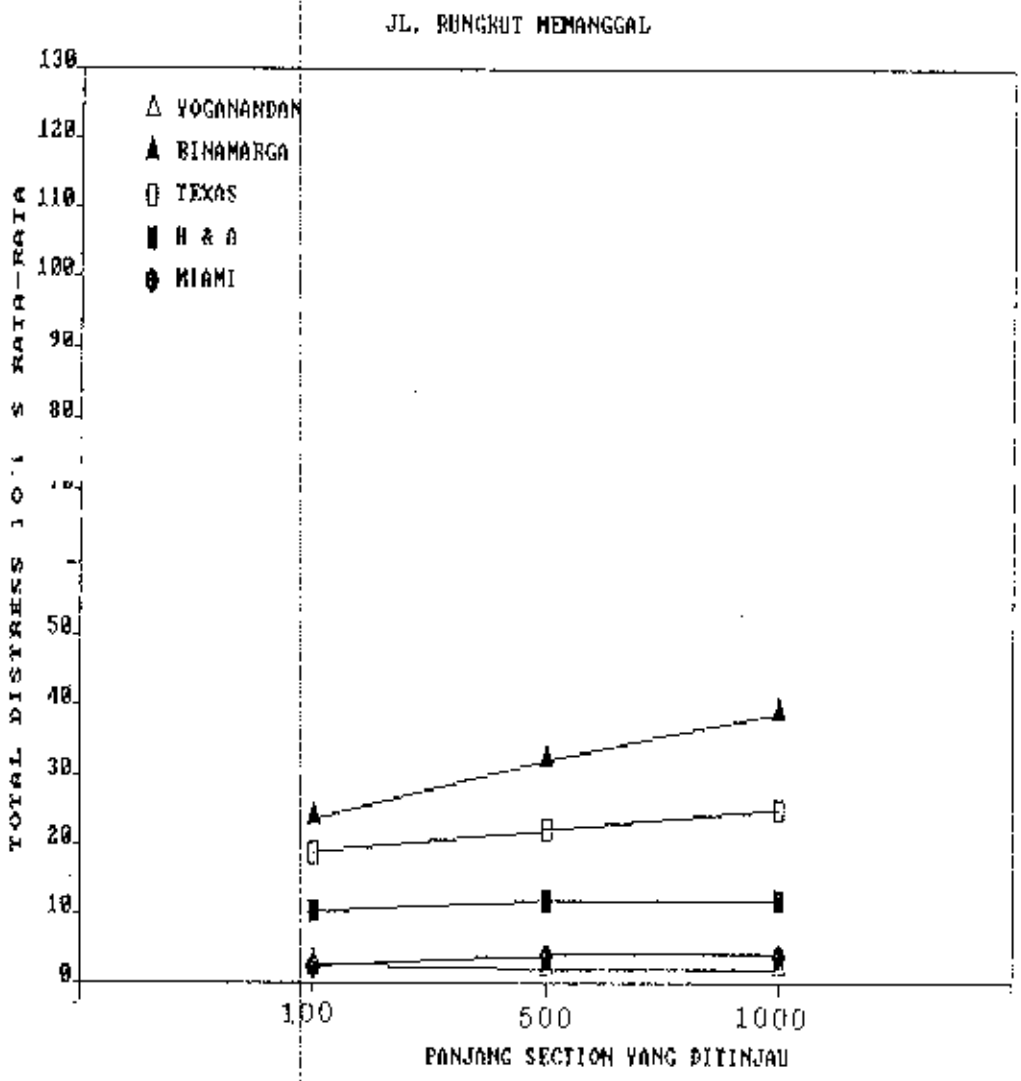
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



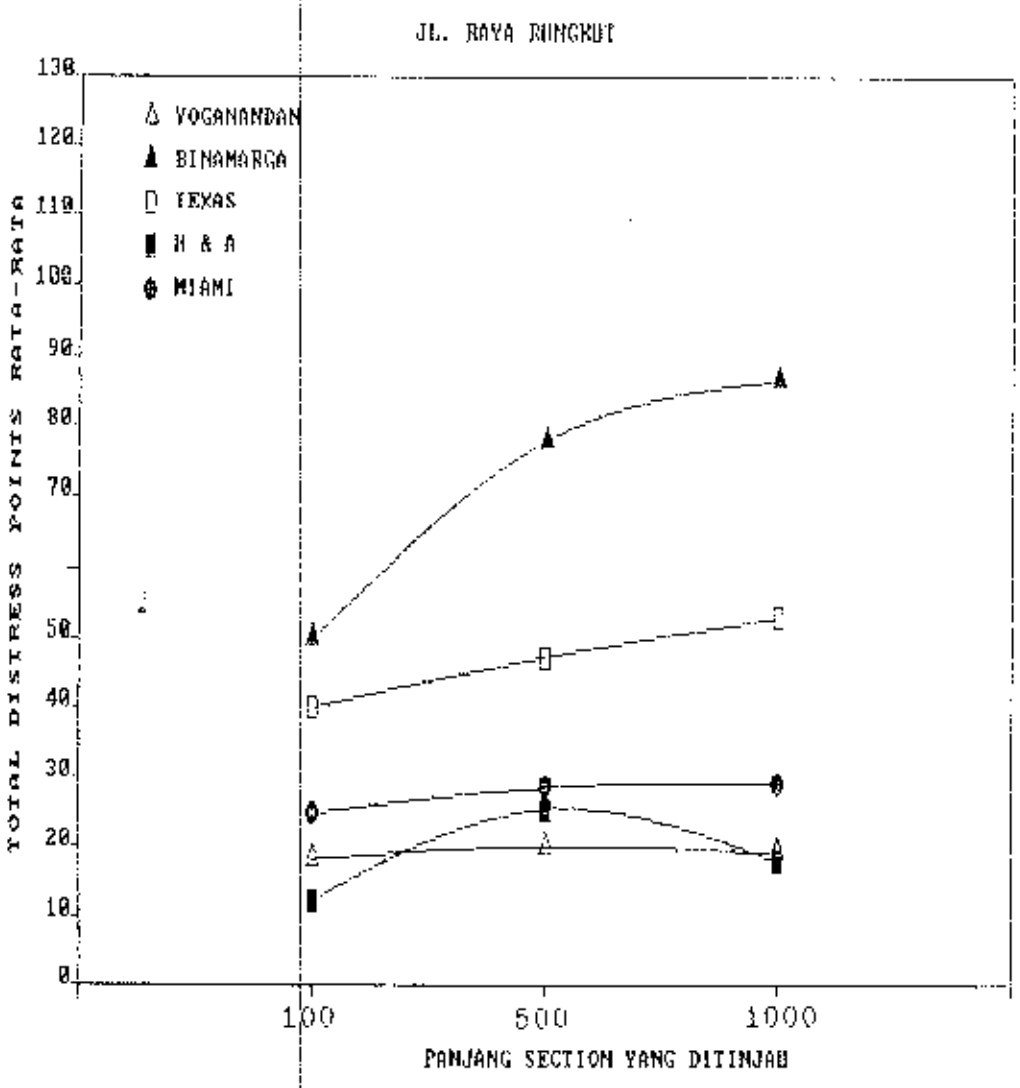
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



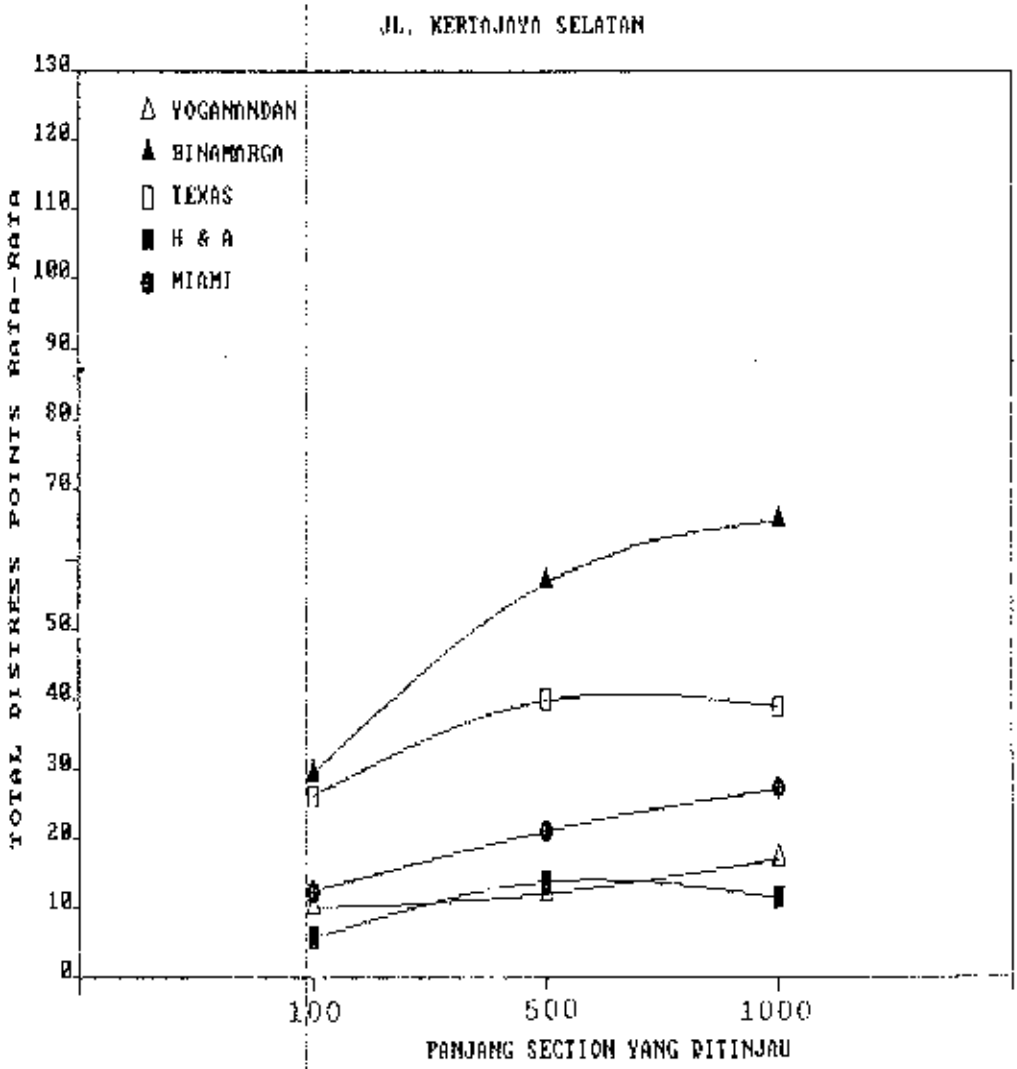
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



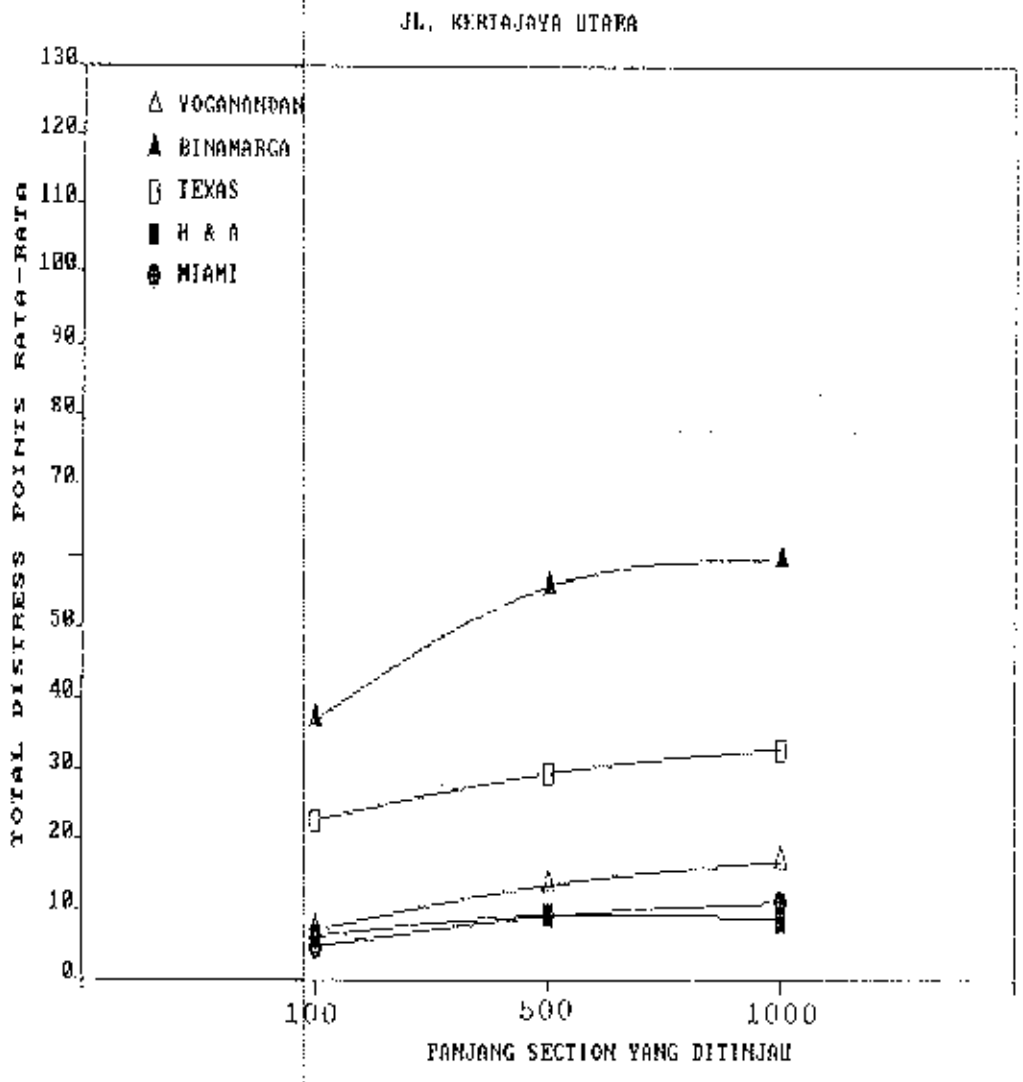
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



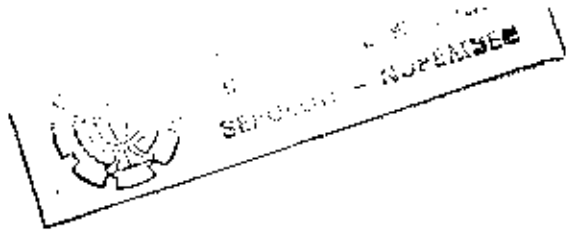
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



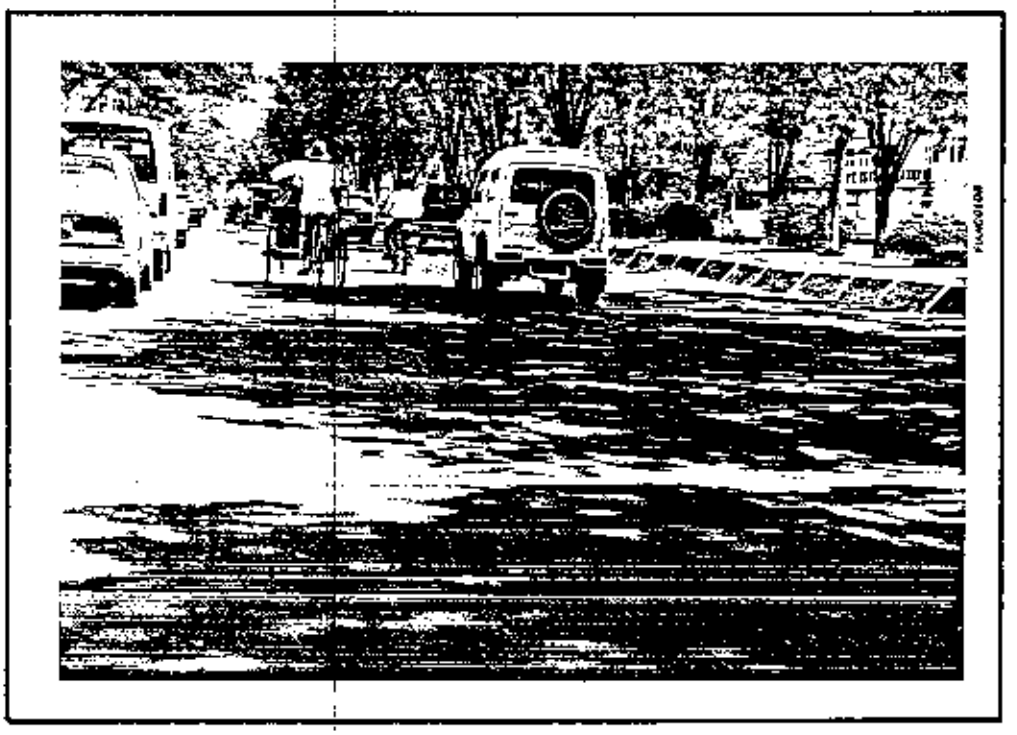
Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



Gambar 4.17. Nilai rata-rata berdasarkan panjang seksi.



1. Secara umum hasil yang didapatkan untuk penilaian berdasarkan panjang seksi 500 meter mempunyai nilai yang lebih tinggi dari rata-rata nilai yang didapat dari evaluasi berdasarkan panjang section 100 meter. Hal ini disebabkan karena pada penilaian berdasarkan panjang seksi 500 meter dan 1000 meter jenis kerusakan yang tercatat semakin banyak, meskipun prosentase kerusakannya sangat kecil, tetapi karena saling dijumlahkan maka nilai total yang didapat menjadi besar. Perbedaan ini sangat terlihat pada metode yang mempunyai variasi nilai yang besar antara prosentase yang satu dengan yang lain, seperti metode Bina Marga, metode Texas, dan metode Miami. Akibat dari hal ini adalah nilai yang didapat tidak sesuai dengan keadaan dilapangan. Sebagai contohnya dapat dilihat pada jalan raya Kertajaya Selatan seksi 500 meter pertama, pada penilaian berdasarkan panjang seksi 100 meter diperoleh nilai rata-rata masing-masing metode sebagai berikut : metode Bina Marga 15,8, metode Texas 18,2 dan metode Miami 3,2. Sedangkan pada penilaian berdasarkan panjang seksi 500 meter, pada metode Bina Marga diperoleh nilai 42,0, pada metode Texas diperoleh nilai 34, pada metode Miami diperoleh nilai 11. Nilai yang diperoleh tersebut tidak sesuai dengan kondisi di lapangan di mana jalan Kertajaya Selatan kondisinya masih baik



Gambar 4.18. Jalan Kertajaya Selatan seksi No. 1.

dan hanya pada sebagian kecil saja yang rusak. Untuk memeperkecil hal tersebut, maka kerusakan dengan prosentase kecil sekali tidak perlu dicatat dalam evaluasi karena kerusakan dengan prosentase kecil tidak banyak pengaruhnya terhadap perkerasan.

2. Dari Gambar 4.17. mengenai hubungan antara nilai rata-rata dengan panjang seksi jalan yang ditinjau, terlihat adanya kecenderungan bahwa nilai yang diperoleh antara panjang seksi 100 meter dengan panjang seksi 500 meter untuk setiap metode mempunyai perbedaan yang besar, sedangkan antara panjang seksi 500 meter dan panjang seksi 1000 meter kenaikannya tidak terlalu besar. Dari hal tersebut terlihat bahwa untuk mendapatkan hasil yang teliti maka panjang seksi survey harus kecil , misalnya antara 50 meter sampai 200 meter. Tetapi untuk hasil yang tidak perlu ketelitian tinggi, seksi survey dapat diambil antara 200 meter sampai 1000 meter.

4.3. TINJAUAN CARA OBSERVASI MASING-MASING TIPE KERUSAKAN JALAN.

Pada metode-metode yang dipakai terdapat cara observasi kerusakan yang berbeda. Misalnya pada metode Yoganandan, metode Bina Marga, dan metode Texas cara observasi yang dipakai untuk seluruh tipe kerusakan adalah berdasarkan prosentase luas kerusakan terhadap luas seluruh seksi yang ditinjau. Pada metode Harijanto

dan Abidin, dan pada metode Miami, ada beberapa tipe kerusakan yang diobservasi berdasarkan prosentase luas kerusakan terhadap luas seluruh seksi yang ditinjau, dan ada yang diobservasi berdasarkan prosentase panjang jalan yang mengalami kerusakan terhadap seluruh panjang seksi yang ditinjau.

Untuk mendapatkan cara observasi yang tepat dan sesuai dengan keadaan di lapangan, harus diketahui kondisi sebenarnya dari masing-masing jenis kerusakan yang terjadi di lapangan. Kondisi masing-masing kerusakan yang ditemui dilapangan diuraikan berikut ini :

A. Kerusakan jenis retak.

Kerusakan jenis retak yang ada adalah alligator crack, longitudinal crack, tranverse crack, dan block crack. Kondisi masing-masing tipe retak yang ditemui dilapangan adalah :

1. Alligator crack. Retak kulit buaya umumnya terjadi pada permukaan jalan berbentuk suatu luasan sehingga cara observasi yang tepat adalah berdasarkan prosentase luas kerusakan terhadap luas seluruh seksi yang ditinjau.
2. Block cracking. Block cracking dapat berupa retak susut dan retak refleksi. Retak jenis ini hampir mirip dengan retak kulit buaya yaitu umumnya terjadi pada suatu luasan pada permukaan jalan.

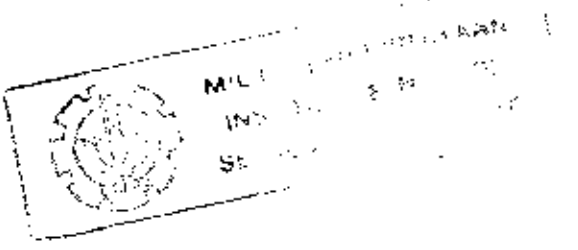
Cara observasi yang sesuai adalah berdasarkan prosentase luas kerusakan terhadap luas seluruh seksi jalan

3. Tranverse cracking. Retak tipe ini dapat berupa retakan pada seluruh lebar jalan, separuh maupun sebagian kecil saja. Tingkat kerusakan umumnya mengikuti panjang retakan, sehingga tingkat keparahannya ditentukan berdasarkan panjang retakan dan berdasarkan lebar retakan yang terjadi. Karena tranverse cracking terjadi melintang pada permukaan jalan dan berulang pada suatu panjang jalan, maka cara observasi yang sesuai adalah berdasarkan panjang seksi jalan yang mengalami kerusakan.
4. Longitudinal cracking. Retak tipe ini dapat berupa lane joint crack, widening crack dan reflection crack. Longitudinal cracking umumnya terjadi memanjang pada sekitar jejak roda. Retak memanjang dapat berupa retakan tunggal, atau multiple pada satu tempat. Retak memanjang yang multiple mempunyai pengaruh yang lebih besar karena telah membentuk suatu luasan. Oleh karena itu cara observasi yang tepat adalah berdasarkan luas bagian jalan yang mengalami kerusakan.

5. Retak tepi. Retak tipe ini terjadi memanjang maupun melintang sepanjang tepi perkerasan. Karena retakan ini terjadi sepanjang bagian tepi perkerasan, maka cara observasi yang sesuai adalah berdasarkan prosentase panjang tepi yang mengalami kerusakan terhadap panjang seluruh sekei jalan yang ditinjau.

B. Kerusakan jenis perubahan bentuk.

Kerusakan jenis perubahan bentuk permukaan jalan umumnya terjadi secara bersama-sama sepanjang jalan yang ditinjau. Di samping itu cukup sulit dibedakan antara upheavel, shoving, corrugation dan depression. Depression dan corrugation adalah jenis yang paling sering dijumpai. Corrugation shoving, upheavel, dan depression umumnya membentuk suatu luasan pada permukaan jalan. Cara observasi yang tepat untuk kerusakan perubahan bentuk permukaan yang terdiri dari shoving, upheavel, corrugation, dan depression adalah berdasarkan luas. Disamping kerusakan-kerusakan tersebut terdapat pula kerusakan rutting yang umumnya memanjang dan terjadi di sekitar jejak roda , sehingga cara observasi untuk rutting adalah berdasarkan panjang bagian jalan yang mengalami kerusakan.



C. Kerusakan jenis cacat permukaan.

Cacat permukaan yang sering ditemui dilapangan adalah ravelling dan potholes. Ravelling dan potholes umumnya terjadi membentuk suatu luasan pada permukaan jalan. Cara observasi yang tepat adalah berdasarkan luas bagian seksi jalan yang mengalami kerusakan.

D. Kerusakan jenis kelicinan permukaan.

Kerusakan yang sering ditemui di lapangan adalah flushing, sedangkan polished aggregate jarang ditemui. flushing umumnya terjadi pada suatu luasan sehingga cara observasi yang sesuai adalah berdasarkan prosentase luasan yang mengalami flushing.

E. Patching.

Patching yang sering ditemui di lapangan berbentuk suatu luasan, sehingga cara observasi yang tepat adalah berdasarkan luasan patching terhadap seluruh luas seksi. Di lapangan dijumpai kondisi tambalan yang berbeda antara lain adalah bahan tambalan sama dengan bahan perkerasan awal ; bahan tambalan sama dengan perkerasan asli tetapi tidak rata, sudah mulai retak, atau mulai mengelupas ; bahan patching lebih buruk dari perkerasan asli atau keadaan tambalan telah rusak. Kondisi ini menunjukkan tingkat keparahan dari tambalan tersebut.

4.4. TINJAUAN TERHADAP METODE-METODE YANG DIPAKAI.

Dari penerapan metode-metode penilaian kerusakan di lapangan pada studi ini ditemui adanya kelebihan dan kekurangan dari masing-masing metode tersebut.

A. Metode Yoganandan.

Kelebihan pada metode Yoganandan adalah kerusakan potholes (lubang) yang sering ditemui dilapangan telah dimasukkan dalam faktor yang dievaluasi. Sedangkan kekurangan metode ini adalah dalam mengevaluasi tingkat kerusakan, terutama jenis retak, hanya dicatat secara rata-rata artinya apabila dalam suatu seksi terdapat retakan dengan tingkat keparahan yang berbeda maka hanya dicatat pada tingkat keparahan yang paling dominan. Pada kerusakan potholes dan patching hanya dicatat luasnya tidak dicatat tingkat keparahannya, hal demikian tidak sesuai dengan kondisi lapangan dimana potholes dan patching mempunyai kondisi yang berbeda-beda. Sebaliknya pada rutting dan depression hanya dicatat tingkat keparahannya saja tanpa dicatat besarnya kerusakan, padahal kerusakan dengan tingkat keparahan yang sama tetapi prosentase kerusakannya berbeda, pengaruhnya terhadap perkerasan juga berbeda. Pada metode ini patching dan potholes diberi nilai sama, padahal potholes lebih berbahaya terhadap perkerasan.

Penilaian kondisi drainase pada metode ini cukup baik karena semua faktor bangunan drainase telah dimasukkan dalam evaluasi.

B. Metode Bina Marga.

Pada metode Bina Marga terdapat beberapa kelebihan antara lain adalah seluruh tipe kerusakan telah dimasukkan dalam sistem evaluasi, disamping itu pembagian kategori besarnya kerusakan telah dibagi dalam empat kategori yaitu sedikit sekali, sedikit, sedang, dan banyak.

Kekurangan metode ini antara lain adalah jenis kerusakan retak tidak dirinci dalam tipe-tipe retak yang ada, dan masing-masing jenis kerusakan tidak dibagi dalam tingkat keparahan yang berbeda padahal kedua hal tersebut sangat berpengaruh terhadap kondisi permukaan perkerasan. Dalam pemberian nilai masing-masing jenis kerusakan juga terdapat kekurangan seperti nilai untuk belahan , yaitu retak akibat pergerakan tanah dasar, nilainya sama dengan kerusakan ambles, padahal ambles jauh lebih berbahaya baik terhadap lalu lintas maupun terhadap perkerasan. Demikian juga untuk lubang dan alur yang diberi nilai sama, padahal kenyataannya lubang mempunyai faktor pengrusakan lebih besar daripada alur. Secara umum

penilaian pada metode ini tidak sesuai dengan pengaruh kerusakan terhadap perkerasan.

Kekurangan yang lain adalah pada penentuan tingkat kenyamanan perjalanan hanya dibagi dalam 3 (tiga) kategori yaitu nyaman, kurang nyaman, dan tidak nyaman. Pembagian masing-masing kategori tersebut hanya berdasarkan penilaian evaluator tanpa disertai dengan batasan yang pasti.

C. Metode Texas.

Kelebihan dari penilaian dengan metode Texas adalah pada metode ini cara penilaiannya cukup sederhana di mana besarnya kerusakan dibagi dalam 3 kategori yaitu sedikit, sedang dan banyak. Di samping itu tingkat keparahan masing-masing tipe kerusakan telah dibedakan dengan batasan yang jelas. Penentuan kualitas perjalanan juga telah ditentukan dalam 4 kategori dan masing-masing kategori mempunyai batasan yang jelas. Penilaian terhadap kerusakan pada metode ini hanya dilakukan terhadap kerusakan dengan prosentase 1 % ke atas, hal ini sesuai dengan keadaan sebenarnya dimana kerusakan dengan prosentase yang sangat kecil tidak begitu berpengaruh terhadap perkerasan.

Kekurangan metode Texas adalah tidak dicatatnya kerusakan potholes, padahal kenyataannya di Indonesia

banyak dijumpai kerusakan jenis ini. Kekurangan yang lain adalah pada penilaian raveling, flushing dan corrugation diberi nilai sama. Pada kenyataanya raveling mempunyai pengaruh lebih besar daripada flushing dan corrugation, karena perkerasan yang mengalami raveling jika tidak segera ditangani, akan ditikuti dengan kerusakan yang lebih parah.

D. Metode Harijanto dan Abidin.

Kelebihan dari metode Harijanto dan Abidin adalah pada metode ini seluruh jenis kerusakan, termasuk kerusakan potholes, telah dimasukkan dalam evaluasi. Disamping itu masing-masing jenis kerusakan telah dikelompokkan dalam 4 (empat) kategori berdasarkan faktor pengrusakan dari masing-masing jenis kerusakan yang ditinjau terhadap perkerasan Di samping itu pada metode penilaian kerusakan jenis profile distortion (shoving, corrugation, depression, upheavel) dijadikan dalam satu penilaian, hal ini sesuai dengan keadaan di lapangan di mana kerusakan jenis profile distortion cukup sulit untuk dibedakan.

Kekurangan dari metode ini adalah penilaian untuk retak memanjang dan retak melintang dijadikan satu sedangkan dilapangan kedua retak ini mudah dibedakan dan terjadi secara terpisah. Kekurangan yang lain adalah tidak adanya penilaian terhadap

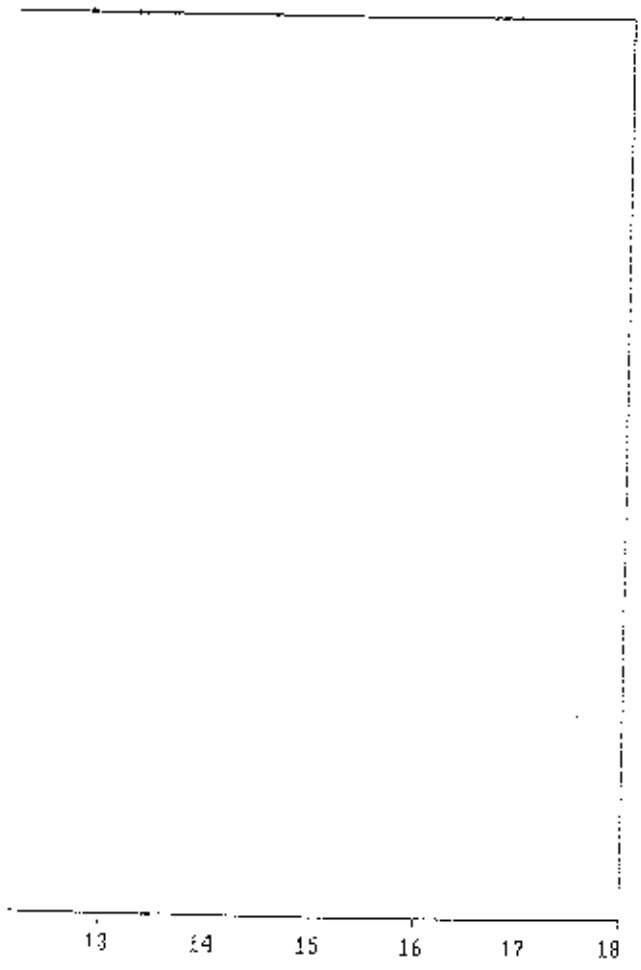
rutting yang mempunyai sifat berbeda dengan kerusakan profile distortion yang lain. Di samping itu pada penilaian profile distortion, nilainya diberi sama dengan nilai block cracking, sedangkan kenyataannya profile distortion mempunyai pengaruh yang lebih besar terhadap perkerasan daripada block cracking, terutama jika profile distortion telah diikuti dengan retak.

E. Metode Miami.

Kelebihan metode Miami adalah masing-masing jenis kerusakan dievaluasi dalam prosentase yang berbeda-beda tergantung kepada bobot jenis kerusakan tersebut. Misalnya kerusakan alligator cracking diberi bobot 3 jika prosentasenya 20 % - 35 % , sedangkan block cracking ,yang mempunyai pengaruh lebih kecil terhadap perkerasan, diberi bobot 3 jika prosentasenya telah mencapai diatas 35 % , dan untuk raveling diberi bobot 4 untuk prosentase diatas 1 % . Di samping hal tersebut pada penilaian Riding Quality yang dibagi dalam 5 (lima) kategori dengan pembagian yang sesuai dengan keadaan di lapangan. Kekurangan metode ini adalah pada kerusakan distortion hanya dicatat rutting saja sedangkan dilapangan kerusakan jenis ini jarang dijumpai. Disamping itu pada metode ini juga tidak dicatat kerusakan flushing dan

potholes, padahal kerusakan tersebut banyak dijumpai dilapangan.

Penilaian kondisi daerah milik jalan pada metode ini cukup lengkap dan terperinci, telah mencakup saluran tepi, median, tratoir, geometrik jalan, masalah drainase, dan lebar perkerasan terhadap fungsi jalan.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BAB V

PENYEMPURNAAN METODE PENILAIAN KERUSAKAN JALAN

5.1. LANGKAH-LANGKAH PENYEMPURNAAN.

Dari beberapa permasalahan yang diuraian pada Bab IV, ada beberapa hal yang perlu diperhatikan untuk penyempurnaan metode penilaian kerusakan jalan berdasarkan evalusi secara visual. Beberapa hal yang perlu diperhatikan, adalah :

1. Jenis kerusakan potholes (lubang) di Indonesia sangat sering dijumpai sehingga pada metode penilaian harus dicantumkan, disamping itu potholes merupakan proses akhir dari kerusakan jalan yang dimulai dengan retak-retak, sehingga harus diberikan nilai yang paling tinggi.
2. Panjang seksi jalan untuk penilaian yang teliti adalah berdasarkan panjang seksi 50 meter sampai 200 meter, hal ini disebabkan karena untuk panjang seksi yang relatif pendek petugas survey dapat mengevaluasi

dengan cermat dan teliti. Untuk keperluan praktis maka panjang seksi yang efektif adalah kurang lebih 200 meter sampai 1000 meter. Hal ini disebabkan pada penilaian berdasarkan panjang seksi 200 sampai 1000 meter petugas survey masih mampu merekam kerusakan yang dijumpai dengan baik, meskipun tidak seteliti pada panjang seksi kurang dari 200 meter.

3. Masing-masing jenis kerusakan mempunyai efek pengrusakan yang berbeda-beda sehingga perlu dilakukan pengelompokan berdasarkan efek pengerusakannya terhadap perkerasan.
4. Pencatatan kerusakan tidak perlu dilakukan terhadap kerusakan dengan prosentase sedikit sekali (< 1 %), atau kerusakan dengan prosentase kecil sekali diberi nilai 0 (nol), Kecuali untuk kerusakan lubang. Hal ini sesuai dengan kenyataan bahwa kerusakan dengan prosentase kecil sekali tidak mempengaruhi perkerasan. Sedangkan lubang meskipun dengan prosentase kecil sekali sudah mempengaruhi perkerasan.
4. Perlu dicatat seksi jalan yang paling parah pada jalan yang ditinjau, juga lokasi terdapatnya lubang pada jalan tersebut. Hal demikian untuk mengetahui dengan tepat bagian mana dari jalan tersebut yang harus segera ditangani, dan untuk menghindari adanya kesalahan karena hanya melihat nilai kerusakan yang diperoleh saja. Karena bila ada ruas jalan yang

mengalami kerusakan parah pada satu bagian kecil dari jalan tersebut, maka secara keseluruhan akan diperoleh nilai kerusakan yang kecil, akibatnya jalan tersebut termasuk dalam kondisi baik.

5.2. PENYEMPURNAAN METODE PENILAIAN.

Dari uraian dimuka didapatkan bahwa metode Harijanto dan Abidin (1988) cukup sesuai untuk diterapkan di Indonesia. Hal ini dengan beberapa alasan yaitu : pada metode Harijanto dan Abidin, seluruh tipe kerusakan yang sering dijumpai di Indonesia telah dimasukkan dalam penilaian. Metode ini juga telah mengelompokkan tipe-tipe kerusakan ke dalam beberapa kategori berdasarkan faktor pengerusakan masing-masing tipe kerusakan tersebut. Di samping itu metode Harijanto dan Abidin juga mempunyai variasi hasil yang tidak terlalu besar pada evaluasi berdasarkan panjang seksi 100 meter dengan evaluasi berdasarkan panjang seksi 500 meter.

Beberapa penyempurnaan masih diperlukan terhadap metode Harijanto dan Abidin terutama pada penilaian dan cara observasi kerusakannya. Penyempurnaan yang dilakukan adalah :

A. Personal survey.

Petugas survey minimal terdiri dari 2 (dua) orang, hal ini dimaksudkan agar hasil yang diperoleh lebih

akurat karena petugas survey yang pertama dapat mendiskusikan hasil pengamatannya dengan petugas yang lain. Petugas survey harus terdiri dari orang yang telah memahami masing-masing jenis kerusakan dan batasan batasan dalam metode penilaian kerusakan jalan.

B. Panjang seksi survey.

Seperti telah diuraikan di muka bahwa untuk keperluan praktis, di mana tidak diperlukan ketelitian yang tinggi, panjang yang cukup efektif adalah 200 meter sampai 1000 meter.

C. Riding quality.

Penilaian riding quality dirubah menjadi 5 (lima) kategori, dengan pembatasan sebagai berikut :

RQ 1 : Excellent : Dapat berkendaraan, pada sepanjang seksi jalan yang ditinjau, dengan kecepatan batas dengan nyaman tanpa mengalami goncangan.

RQ 2 : Good : Pada satu atau dua tempat terasa kasar dan ada goncangan pada saat berkendaraan dengan kecepatan batas.

RQ 3 : Fair : Lebih banyak tempat (lebih dari dua tempat) pada seksi jalan yang ditinjau, terasa kasar dan ada goncangan pada saat berkendaraan dengan kecepatan batas.

RQ 4 : Poor : Kekasaran dan goncangan terasa sepanjang seksi jalan yang ditinjau, pada beberapa situasi pengemudi terpaksa menjalankan kendaraannya dibawah kecepatan batas, atau pengemudi terpaksa menghindari jalurnya, karena jalur jalannya tidak mungkin dilalui atau membahayakan.

RQ 5 : Very Poor : Sulit atau tidak mungkin berkendaraan dengan kecepatan batas, sepanjang seksi jalan yang ditinjau.

D. Jenis kerusakan yang ditinjau.

Masing-masing jenis kerusakan dimasukan ke dalam beberapa kategori yang berdasarkan faktor pengrusakan masing-masing jenis kerusakan tersebut. Pembagian kategori tersebut adalah :

a. Kategori I ; merupakan jenis kerusakan dengan faktor pengrusakan, terhadap perkerasan, yang paling besar. Jenis kerusakan yang termasuk kategori ini adalah potholes (lubang), karena perkerasan yang mengalami potholes akan segera rusak lebih parah dan membahayakan pemakai jalan. Kerusakan potholes harus segera ditangani setelah

ditemukan adanya potholes pada permukaan jalan yang ditinjau. Seluruh tingkat keparahan pada kerusakan kategori I memerlukan perbaikan dengan manual patching dan jika telah mencapai prosentase kerusakan tinggi jalan harus dibangun ulang atau perlu perbaikan base.

b. Kategori II, merupakan jenis kerusakan dengan faktor pengrusakan yang lebih kecil dari kategori I. kerusakan kategori II jika telah mencapai tingkat keparahan yang tinggi, perkerasan akan segera terbongkar atau berkembang menjadi potholes. Perbaikan jalan yang mengalami kerusakan kategori II, pada tingkat keparahan tinggi, adalah perbaikan base dan pemberian permukaan baru. Jenis kerusakan yang termasuk kategori ini adalah : Raveling-weathering, Alligator cracking, dan Profile distortion (depression, corrugation, upheavel dan shoving).

c. Kategori III ; merupakan kerasakan yang mempunyai faktor pengrusakan lebih rendah dari kategori II. Kerusakan kategori ini jika telah mencapai tingkat keparahan yang tinggi akan berkembang menjadi retak yang lebih lebar tetapi tidak segera merusak perkerasan, dan penanganan yang diperlukan adalah crack seal dan skin patching. Kerusakan yang

termasuk kategori ini adalah Transverse cracks, Longitudinal cracks, Block cracks, dan Rutting.

d. Kategori IV ; merupakan kerusakan dengan faktor pengrusakan yang paling rendah, kerusakan dalam kategori ini meskipun telah mencapai tingkat keparahan yang tinggi tidak begitu berpengaruh pada perkerasan, tetapi hanya mempengaruhi penampilan perkerasan. Jalan yang mengalami kerusakan kategori IV hanya memerlukan perawatan rutin dan crack seal. Kerusakan yang termasuk kategori ini adalah Patching, Flushing, dan Edge cracking.

Penilaian masing-masing kerusakan diperlukan suatu faktor pengali untuk masing-masing kategori kerusakan di atas, karena apabila tidak kalikan suatu faktor pengali maka nilai masing-masing jenis kerusakan akan sama. Hal ini tidak sesuai dengan kenyataan dimana kerusakan kategori I jauh lebih berpengaruh dari pada kerusakan kategori IV. Faktor pengali untuk masing-masing kategori kerusakan ditetapkan sebagai berikut :

a. Kategori III ; Kerusakan kategori III merupakan awal dari kerusakan jalan dimana kerusakan yang terjadi telah berpengaruh terhadap perkerasan.

Oleh karena itu kerusakan pada kategori III diberikan faktor pengali 1.

b. Kategori IV ; Kerusakan kategori IV mempunyai pengaruh lebih kecil dari kerusakan kategori III. Pada kerusakan edge deterioration hanya mempunyai pengaruh sekitar 25 % terhadap perkerasan. Demikian juga untuk kerusakan flushing dan patching tidak begitu berpengaruh terhadap perkerasan. Oleh karena itu untuk kerusakan dalam kategori IV diberikan faktor pengali 0,25.

c. Kategori II ; Kerusakan kategori II mempunyai pengaruh lebih besar dari kerusakan kategori III. Kerusakan Alligator cracking dengan tingkat keparahan ringan, mempunyai pengaruh yang sama dengan kerusakan transverse cracking dengan tingkat keparahan sedang, pada prosentase yang sama. Demikian juga profile distortion dengan tingkat keparahan ringan, berpengaruh sama dengan rutting dengan tingkat keparahan sedang. Oleh karena itu untuk kerusakan dalam kategori II diberikan faktor pengali 2.

d. Kategori I ; Kerusakan kategori I mempunyai pengaruh lebih besar dari kerusakan kategori II. Kerusakan potholes merupakan akhir dari prosee kerusakan. Potholes dengan tingkat keparahan

ringan mempunyai pengaruh sama dengan kerusakan raveling, alligator cracking, dan profile distortion dengan tingkat keparahan berat. Oleh karena itu kerusakan dalam kategori I diberi nilai tiga kali kerusakan kategori II, sedangkan kategori II diberikan nilai faktor pengali 2. Jadi faktor pengali untuk kerusakan kategori I adalah 6.

Faktor pengali untuk masing-masing kategori dapat diringkas dalam bentuk tabel, seperti tercantum pada Tabel 5.1.

Cara observasi dan penentuan tingkat keparahan masing-masing tipe kerusakan disempurnakan sebagai berikut :

a. Kerusakan kategori I.

1. Potholes.

Cara observasi :

Berdasarkan prosentase luas area yang mengalami kerusakan terhadap seluruh luas sekai jalan yang ditinjau. Lubang yang diobservasi hanya lubang yang mempunyai luas lebih dari 1 foot persegi (± 0,090 m2).

Penentuan tingkat keparahan :

Slight : Kedalaman lubang kurang dari 2,5 Cm.

TABEL 5.1. Faktor pengali dan pembagian kategori kerusakan.

KLASIFIKASI	JENIS KERUSAKAN	FAKTOR PENGALI
I	- Potholes	6
II	- Raveling-weathering - Alligator cracking - Depression, upheavel, corrugation, shoving.	2
III	- Transverse cracking - Longitudinal cracking - Block cracking - Shrinkage cracking - Rutting	1
IV	- Patching - Edge deteriorations - Flushing/Excess asphalt	0,25

Moderete : Kedalaman lubang 2,5 - 7,5 Cm.

Severe : Kedalaman lubang lebih dari 7,5Cm.

b. Kerusakan kategori II.

1. Alligator cracking.

Cara observasi :

Berdasarkan prosentase luas area yang mengalami kerusakan terhadap luas seluruh seksi jalan yang ditinjau.

Penentuan tingkat keparahan :

Slight : Retakan halus (hair line).

Moderete : Keretakan mulai terpisah pada beberapa sisinya

Severe : Keretakan terpisah dan ada beberapa bagian yang hilang.

2. Raveling.

Cara observasi :

Berdasarkan prosentase luas area yang mengalami raveling terhadap luas seluruh seksi jalan yang ditinjau.

Penentuan tingkat keparahan :

Slight : Beberapa partikel mulai terlepas.

Moderete : Permukaan jalan mulai kasar, dan semakin banyak partikel yang terlepas.

Severe : Permukaan jalan sangat kasar, hampir seluruh partikel permukaan terlepas atau terdapat lubang-lubang kecil pada permukaan jalan.

3. Profile distortion.

Cara observasi :

Berdasarkan prosentase luas kerusakan terhadap seluruh luas seksi jalan yang ditinjau.

Penentuan tingkat keparahan :

Slight : Perubahan bentuk permukaan tanpa diikuti retak atau perubahan bentuk masih plastis

Moderate : Perubahan bentuk mulai diikuti dengan keretakan dan perubahan bentuk tidak begitu mempengaruhi pergerakan lalu-lintas.

Severe : Perubahan bentuk permukaan diikuti dengan keretakan yang cukup parah dan terdapat lubang. Atau perubahan bentuk tersebut mulai mempengaruhi pergerakan lalu-lintas.

c. Kerusakan kategori III.

1. Block cracking.

Cara observasi :

Berdasarkan prosentase luas area yang mengalami

kerusakan terhadap luas seluruh seksi jalan yang ditinjau. Kerusakan lain yang dimasukkan ke dalam block cracking adalah random cracking, shrinkage crack, dan reflection crack, karena ketiga jenis retak tersebut memiliki sifat yang sama dengan block cracking.

Penentuan tingkat keparahan :

Slight : Lebar retak kurang dari 0,5 Cm. atau lebih lebar tetapi telah ditambal dengan aspal.

Moderete : Lebar retak 0,5 - 1 Cm.

Severe : Lebar retak lebih dari 1 Cm.

2. Longitudinal & Transverse cracking : Kedua jenis retak ini perlu dijadikan dua penilaian yang terpisah.

   a. Longitudinal cracking.

      Cara observasi :

      Berdasarkan prosentase panjang jalan yang mengalami retak terhadap panjang seluruh seksi jalan yang ditinjau.Retak lain yang termasuk dalam longitudinal cracking adalah lane joint crack, edge joint crack, widening crack , meandering crack, dan reflection crack yang berbentuk retakan memanjang.

Penentuan tingkat keparahan :

Slight : Lebar retak kurang dari 0,5 Cm.

Moderete : Lebar retak 0,5 - 1 Cm.

Severe : Lebar retak lebih dari 1 Cm.

b. Transverse crack.

Cara observasi :

Berdasarkan prosentase panjang jalan yang mengalami retak terhadap panjang seluruh seksi jalan yang ditinjau.

Penentuan tingkat keparahan :

Slight : Lebar retak kurang dari 0,5 cm. atau retakan terjadi pada sebagian kecil lebar jalan.

Moderete : Lebar retak 0,5 cm - 2,5 cm. atau retakan terjadi pada separuh bagian lebar jalan.

Severe : Lebar retak lebih dari 2,5 cm. atau retakan terjadi pada seluruh lebar jalan.

3. Rutting.

Cara observasi :

Berdasarkan prosentase panjang rutting terhadap seluruh panjang jalan yang ditinjau.

Penentuan tingkat keparahan :

Slight : Dalamnya rutting tidak lebih dari

2,5 Cm. atau rutting hanya terjadi pada salah satu jejak roda.

Moderete : Dalamnya rutting antara 1,5 - 2,5 Cm. dan terjadi pada kedua jejak roda sedangkan pergerakan lateral kendaraan belum begitu terpengaruh.

Severe : Kedalaman rutting lebih dari 2,5 Cm. dan terjadi pada kedua jejak roda serta pergerakan lateral kendaran sangat terpengaruh.

d. Kerusakan kategori IV.

1. Flushing.

Cara observasi :

Berdasarkan prosentase luas area yang mengalami flushing terhadap seluruh luas seksi jalan yang ditinjau.

Penentuan tingkat keparahan :

Slight : Sedikit terdapat bercak aspal pada permukaan jalan .

Moderete : Lebih banyak bagian permukaan jalan tertutup aspal disertai adanya bekas roda kendaraan.

Severe : Hampir seluruh permukaan jalan tertutup oleh aspal dan terlihat bahwa permukaan jalan cukup lembek.

2. Edge deterioration.

Cara observasi :

Berdasarkan prosentase panjang tepi yang mengalami kerusakan terhadap panjang seluruh seksi jalan yang ditinjau.

Penentuan tingkat keparahan :

Slight : Pinggiran jalan mulai mengalami retak.

Moderete : Pinggiran jalan telah retak dan ada sebagian tepi yang mulai mengalami penurunan.

Severe : Pinggiran jalan telah rusak dan ada bagian yang hilang atau penurunan terjadi pada hampir sepanjang tepi perkerasan.

3. Bituminous patching.

Cara observasi :

Berdasarkan prosentase luas area yang mengalami kerusakan terhadap seluruh luas seksi yang ditinjau.

Penentuan tingkat keparahan :

Slight : Keadaan tambalan baik, dan bahan tambalan sama dengan jenis perkerasan awal.

Moderete : Tambalan mulai mengalami kerusakan atau tambalan dengan bahan yang sama dengan perkerasan awal tetapi mengalami penurunan atau penonjolan. Atau bahan tambalan lain denga perkerasan asli tetapi kondisinya masih baik.

Severe : Keadaan tambalan jelek, sebagaian besar tambalan rusak atau bahan tambalan lebih buruk dari bahan perkerasan awalnya.

E. Kondisi drainase.

Kondisi drinase sangat menentukan keawetan permukaan jalan oleh karena itu perlu dilakukan peninjauan terhadap kondisi drainase tersebut. Kondisi yang ditinjau hanya kondisi drainase yang langsung berpengaruh terhadap perkerasan. Kondisi drainase yang ditinjau meliputi :

1. Kondisi saluran tepi.

Fungsi saluran tepi untuk mengalirkan air dari permukaan jalan ke saluran pembuang, harus mamadai kapasitasnya dan dapat mengalirkan air dengan baik. Pembagian kondisi saluran tepi meliputi :

Good - Kondisi saluran baik tanpa ada bagian yang rusak dan mampu menampung dan

mengalirkan air dengan cepat dari permukan jalan. Nilai kerusakannya = 0.

Fair - Kondisi saluran cukup baik bagian yang rusak tidak lebih dari 30 % panjang saluran yang ditinjau, kapasitas saluran masih mampu menampung dan mengalirkan air. Nilai kerusakannya adalah = 3.

Poor - Kondisi saluran buruk dan sebagian besar rusak, kapasitas saluran sudah tidak mampu menampung dan aliran air tidak lancar. Nilai kerusakannya adalah = 6

Very poor - Tidak ada saluran tepi atau sebagian besar saluran telah rusak sama sekali, kapasitas saluran sudah terlampaui sehingga air melimpah ke permukaan jalan. Nilai kerusakannya adalah = 9.

2. Genangan pada permukaan jalan.

Genangan pada permukaan jalan akan mempengaruhi kecepatan kerusakan jalan, terutama genangan pada profile distortion. Prosentase luas genangan yang terjadi dibagi menjadi :

> 60 % : Pengaruh terhadap perkerasan akibat adanya genangan > 60 % hampir sama

dengan pengaruh akibat banjir yang sering terjadi (occasionally) pada daerah tersebut. Oleh karena itu diberikan nilai = 12.

30 - 60 % : Pengaruh adanya genangan 30 - 60 % pada permukaan jalan sama dengan setengah dari pengaruh adanya genangan > 60 % . oleh karena itu diberikan nilai = 6.

10 - 30 % : Pengaruh adanya genangan 10 - 30 % pada perkerasan sama dengan seperempat pengaruh adanya genangan > 60 % . Oleh karena itu diberikan nilai = 3.

< 10 % : Pengaruh genangan dengan luas kurang dari 10 % terhadap perkerasan tidak besar. Oleh karena itu nilai yang diberikan = 1.

3. Frekuensi terjadinya banjir.

Banjir yang terjadi pada jalan dan daerah sekitarnya sangat mempengaruhi umur perkerasan. Pada jalan yang selalu tergenang banjir setiap kali terjadi hujan hanya bertahan kurang lebih setengah tahun sedangkan pada jalan yang hanya terendam banjir beberapa kali dalam satu musim hujan mampu bertahan lebih lama. Karena itu

frekuensi terjadinya banjir juga harus beri nilai. Penilaian terjadinya banjir dalam satu musim hujan adalah :

Never : Di mana jalan dan daerah sekitarnya selama musim hujan tidak pernah terjadi banjir. Nilai pengaruhnya terhadap perkerasan adalah 0.

Rarely : Di mana banjir hanya terjadi satu atau dua kali selama musim hujan terutama setelah hujan lebat dan lama. Pengaruhnya terhadap perkerasan dianggap sepertiga dari perkerasan yang selalu tergenang banjir. Nilai yang diberikan adalah 8.

Occasionally : Di mana banjir terjadi lebih sering terutama setelah terjadi hujan lebat. Pengaruhnya terhadap perkerasan adalah kurang lebih separuh pengaruh dari banjir yang selalu terjadi. Nilai yang diberikan adalah 12.

Always : Di mana jalan tersebut selalu tergenang banjir setiap kali

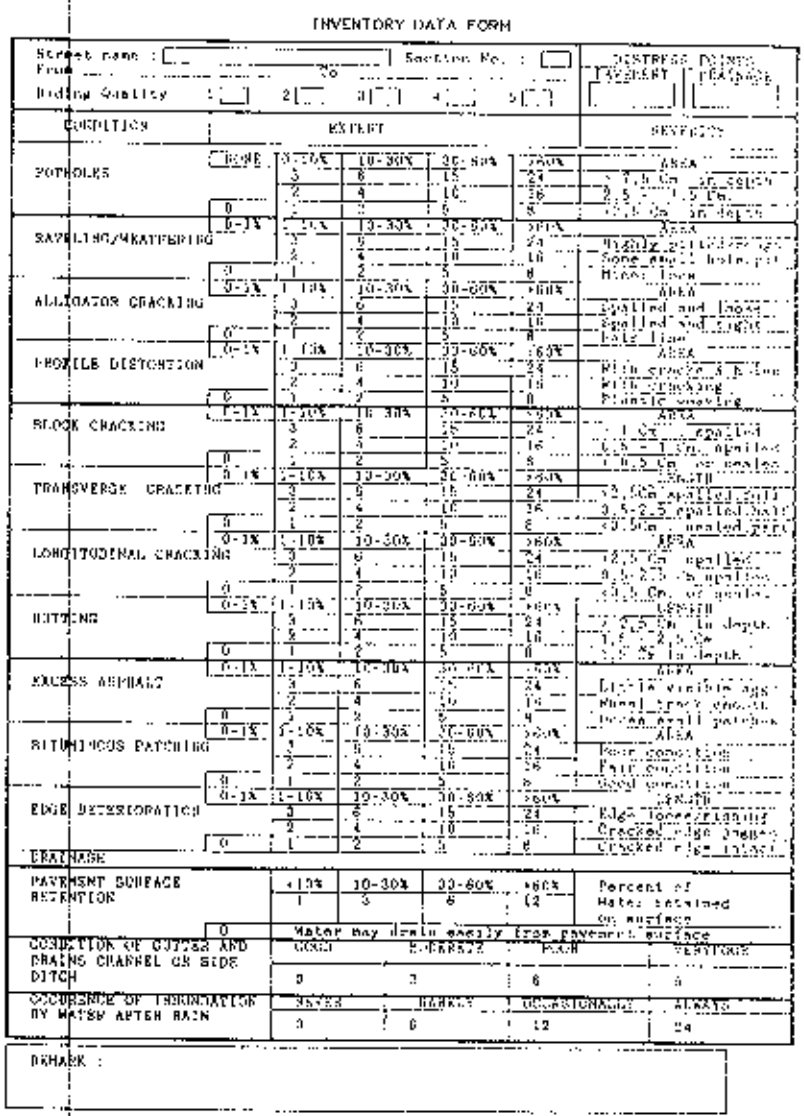
terjadi hujan. Nilai yang diberikan adalah 24.

Penentuan prioritas penanganan kerusakan perkerasan jalan ditentukan dari nilai kerusakan yang diperoleh. Penentuan prioritas penanganan kerusakan fasilitas drainase ditentukan dari nilai drainase yang diperoleh. Dalam penanganan secara terpadu maka pengaruh nilai drainase harus dimasukkan dalam penilaian kerusakan perkerasan jalan. Dalam tugas akhir ini tidak dibahas berapa besar pengaruh nilai drainase terhadap nilai kondisi perkerasan. Untuk mengetahui pengaruh kondisi drainase terhadap perkerasan masih perlu suatu studi lebih lanjut.

Dari beberapa penyempurnaan pada sistem penilaian kerusakan jalan, dibuat formulir baru seperti tercantum pada Gambar 5.1.

5.3. PENENTUAN CARA PENANGANAN DAN PRIORITAS PERBAIKAN JALAN.

Dari penilaian terhadap beberapa ruas jalan, ditemui beberapa ruas jalan dalam kondisi baik dan ada beberapa jalan yang lain dalam kondisi rusak. Dengan berdasarkan total nilai kondisi jalan yang diperoleh maka dapat ditentukan pengelompokan cara penanganan kerusakan jalan dan dapat ditentukan termasuk dalam kondisi mana jalan yang ditinjau tersebut. Nilai kerusakan bersama sama dengan riding quality merupakan



INVENTORY DATA FORM

Street name : ... Section No. : ...
From ... To ...
Riding Quality : 1 2 3 4 5

DISTRESS POINTS: EXISTENT ... | FEASIBLE ...

CONDITION	EXTENT				SEVERITY
POTHOLES	None	0-10%	10-30%	30-60%	>60% — AREA
	0	1 2 3	4 6 8	10 15 20	24 36 48 — Width: 0.5 Cm or less / 0.5 - 1.0 Cm / 1.0 Cm or deeper
RAVELING/WEATHERING	None	0-10%	10-30%	30-60%	>60% — AREA
	0	1 2 3	4 6 8	10 15 20	24 36 48 — Mixed: gravel/sand/dust; Some small holes; Mixed loss
ALLIGATOR CRACKING	None	0-10%	10-30%	30-60%	>60% — AREA
	0	1 2 3	4 6 8	10 15 20	24 36 48 — Spalled and loose; Spalled and tight; Tight line
PAVEMENT DISTORTION	None	0-10%	10-30%	30-60%	>60% — AREA
	0	1 2 3	4 6 8	10 15 20	24 36 48 — Ripple cracks 3 m line; Ripple cracking; Plastic cracking
BLOCK CRACKING	None	0-10%	10-30%	30-60%	>60% — AREA
	0	1 2 3	4 6 8	10 15 20	24 36 48 — 1.0 Cm spalled; 0.5 - 1.0 Cm spalled; 0.5 Cm or smaller
TRANSVERSE CRACKING	None	0-10%	10-30%	30-60%	>60% — WIDTH
	0	1 2 3	4 6 8	10 15 20	24 36 48 — >3.0Cm spalled; 2.5-3.0 spalled; 0.5-2.5 spalled; <0.5Cm sealed
LONGITUDINAL CRACKING	None	0-10%	10-30%	30-60%	>60% — AREA
	0	1 2 3	4 6 8	10 15 20	24 36 48 — >3.0Cm spalled; 2.5-3.0 spalled; <2.5 Cm or sealed
RUTTING	None	0-10%	10-30%	30-60%	>60% — DEPTH
	0	1 2 3	4 6 8	10 15 20	24 36 48 — 1.5-2.5 Cm in depth; 1.0 - 1.5 Cm in depth; 0.5 - 1.0 Cm in depth
EXCESS ASPHALT	None	0-10%	10-30%	30-60%	>60% — AREA
	0	1 2 3	4 6 8	10 15 20	24 36 48 — Little visible; Moderate; Much, tires pick up; Bleeding, all patches
BITUMINOUS PATCHING	None	0-10%	10-30%	30-60%	>60% — AREA
	0	1 2 3	4 6 8	10 15 20	24 36 48 — Poor condition; Fair condition; Good condition
EDGE DETERIORATION	None	0-10%	10-30%	30-60%	>60% — WIDTH
	0	1 2 3	4 6 8	10 15 20	24 36 48 — Edge loose/missing; Cracked edge 2nds+; Cracked edge intact
DRAINAGE					
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60% — Percent of Water retained on surface
		1	3	6	12
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	FAIR	POOR	VERTICAL
		0	3	6	8
OCCURENCE OF INUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY	ALWAYS
		0	6	12	24

REMARK :

Gambar 5.1. Formulir Inventarisasi metode TA'93

salah satu faktor dalam menentukan prioritas penanganan terhadap jalan yang ditinjau.

Kondisi dan cara penanganan fasilitas drainase ditentukan dari nilai drainase yang diperoleh. Sedangkan prioritas penanganan kerusakan fasilitas drainase ditentukan berdasarkan nilai drainase bersama sama dengan nilai kerusakan perkerasan yang diperoleh.

5.3.1. Penanganan kerusakan perkerasan dan kerusakan drainase.

A. Kondisi perkerasan.

Jalan-jalan yang ditinjau dikelompokkan dalam 4 (empat) Kelompok kondisi dan cara penanganan kerusakan jalan. Pengelompokkan tersebut adalah sebagai berikut :

1. Total nilai kondisi perkerasan 0 - 20.
   Ruas jalan dengan total nilai kondisi dibawah 20 secara umum kondisi jalan tersebut masih baik. Kerusakan yang terjadi tidak lebih dari 10 % dan masih dalam tingkat keparahan rendah. Jalan dalam kelompok ini tidak memerlukan pemeliharaan.
2. Total nilai kondisi antara 20 - 40.
   Ruas jalan pada golongan ini mulai mengalami kerusakan ringan, kerusakan yang terjadi kurang dari 30 % dan kerusakan telah mencapai tingkat keparahan sedang.

tetapi tanpa diikuti kerusakan kategori 1. Perkerasan jalan memerlukan pemeliharaan ringan seperti penambalan lubang, crack sealing, dan levelling.

3. Total nilai kondisi antara 40 - 90.
   Ruas jalan dalam golongan ini dalam kondisi kritis, di mana perkerasan telah mengalami kerusakn sampai dengan 60 % dan beberapa kerusakan telah mencapai tingkat keparahan tinggi, dan telah diikuti kerusakan kategori 1 dengan tingkat keparahan rendah. Perkerasan jalan memerlukan pemeliharaan tingkat sedang seperti manual patching, sealing, dan skin patching. Apabila nilai drainase yang diperoleh diatas 25, maka perbaikan fasilitas drainase pada ruas jalan tersebut harus diprioritaskan. Hal ini bertujuan agar kerusakan pada perkerasan tidak menjadi lebih parah.
4. Total nilai kondisi > 90.
   Ruas jalan dalam golongan termasuk kondisi rusak, di mana kerusakan telah terjadi lebih dari 60 % dan telah mencapai tingkat keparahan tinggi. Perkerasan memerlukan perbaikan berat, seperti manual patching, perbaikan base, dan overlay. Untuk ruas

jalan dengan kerusakan profile distortion lebih dari 60 % dengan tingkat keparahan sedang maupun tinggi, jalan tersebut memerlukan rekonstruksi. Apabila nilai drainasenya di atas 15, maka perbaikan fasilitas drainase pada jalan tersebut harus diprioritaskan.

Penanganan terhadap masing-masing jenis kerusakan harus berdasarkan pada petunjuk penanganan kerusakan jalan seperti terdapat pada Manual Pemeliharaan Jalan (1983) dari Ditjen Bina Marga, atau Asphalt in Pavement Maintenance, MS-16 (1983) dari The Asphalt Institute. Pada ruas jalan yang harus dioverlay, masing-masing jenis kerusakan harus ditangani terlebih dahulu sebelum overlay dilakukan.

B. Kondisi Drainase.

Kondisi drainase dan cara penanganan kerusakan fasilitas drainase dikelompokkan dalam 4 (empat) kelompok sebagai berikut :

1. Total nilai drainase 0 - 5.

   Fasilitas drainase masih dalam kondisi baik, kerusakan yang terjadi kurang dari 10 % dan kondisi side drain masih cukup baik.

selalu tergenang banjir. Fasilitas drainase memerlukan perbaikan berat atau pembangunan ulang pada seluruh sistem drainase.

5.3.2. Penentuan prioritas perbaikan perkerasan jalan dan fasilitas drainase.

Penentuab prioritas perbaikan perkerasan jalan dan perbaikan fasilitas drainase tidak dapt disatukan karena tidak diketahuinya hubungan yang pasti antara kondisi drainase dan kerusakan perkerasan. dan karena penanganan terhadap perkerasan dan drainse masih belum dilakukan secara terpadu.

A. Prioritas perbaikan perkerasan jalan.

Pricritas penanganan kerusakan perkerasan dapat ditentukan dengan pedoman sebagai berikut :

a. Mendahulukan jalan dengan nilai kerusakan yang lebih tinggi daripada jalan jalan dengan nilai kerusakan rendah, atau

b. Mendahulukan jalan dengan lalu lintas padat dari pada jalan dengan lalu lintas lebih ringan, atau

c. Mendahulukan jalan dengan riding quality lebih buruk dari jalan dengan riding quality baik, terutama untuk jalan-jalan dengan nilai kerusakan yang hampir sama.

B. Prioritas penanganan kerusakan fasilitas drainase.

Prioritas penanganan kerusakan fasilitas drainase dapat ditentukan dengan pedoman sebagai berikut :

a. Mendahulukan fasilitas drainase dengan nilai kerusakan lebih tinggi, atau

b. Mendahulukan fasilitas drainase pada jalan-jalan dengan nilai kerusakan lebih tinggi, terutama untuk fasilitas drainase dengan nilai kerusakan yang hampir sama, atau

c. Mendahulukan fasilitas drainase pada jalan-jalan dengan kecenderungan selalu terjadi banjir.

5.4. EVALUASI HASIL PENILAIAN DENGAN METODE YANG TELAH DISEMPURNAKAN.

Dari penyempurnaan yang dilakukan kemudian dilakukan penilaian kembali dengan menggunakan metode baru terhadap beberapa ruas jalan yang telah ditinjau. Hal ini untuk mengetahui variasi hasil yang diperoleh dibanding dengan metode yang telah ada dan variasi hasil yang diperoleh antara panjang seksi 100 meter dengan panjang seksi 500 meter dan panjang seksi 1000 meter.

Hasil yang diperoleh untuk panjang seksi 1[illegible] meter tercantum pada Tabel 5.2. Dari tabel tersebut dapat dilihat bahwa nilai kondisi yang diperoleh sesuai

TABEL 5.2. Nilai kerusakan jalan berdasarkan panjang seksi 100 meter dengan menggunakan metode TASO.

NAMA JALAN	JENIS PERMUKAAN	SEKSI No.	NILAI			
			TDP	RQ	KONDISI 1)	NKD
ARIEF RAHMAN HAKIM	PEN	1	29.25	3	2	4
		2	35	3	2	4
		3	20,5	3	2	1
		4	27	3	2	4
		5	38	4	2	4
		6	28,5	3	2	3
		7	32.75	3	2	3
		8	29	3	2	3
		9	24	2	2	3
		10	25.25	3	2	4
		11	18.75	3	1	4
		12	26.75	3	2	4
		13	29	3	2	4
		14	30.5	3	2	3
		15	27	3	2	3
		16	56.4	5	3	6
		17	33.75	4	2	4
		18	38.25	5	2	6
		19	20.25	3	2	4
MANYAR KUTO-ARJO UTARA	PEN	1	0.5	1	1	1
		2	0.5	1	1	9
		3	37.75	3	2	7
		4	56.75	3	3	7
		5	32.75	3	2	7
		6	44.75	3	3	7
		7	25.5	3	2	7
		8	38.75	3	2	7
		9	54	3	3	9
		10	27	3	2	6

Keterangan : 1) 1 : Baik
2 : Sedang
3 : Rusak
4 : Rusak Berat

TABEL 5.2. Nilai kerusakan jalan berdasarkan panjang seksi 100 meter dengan menggunakan metode TA90 (lanjutan).

NAMA JALAN	JENIS PERMUKAAN	SEKSI No.	NILAI			
			TDP	RQ	KONDISI 1)	NKD
MANYAR KUTO-ARJO SELATAN	PEN	1	5.5	2	1	4
		2	7.75	3	1	4
		3	5	3	1	9
		4	13.75	3	1	7
		5	13.75	3	1	9
		6	13.75	3	1	9
		7	21.75	3	2	9
		8	14.75	2	1	9
		9	0.5	1	1	6
		10	0.5	1	1	6
TEKNIK ELEK-TRO - MESIN	PEN	1	34.25	2	2	12
		2	37.5	3	2	15
		3	34.5	3	2	12
		4	57.5	2	3	12
		5	26	2	2	6
		6	24.5	2	2	4
		7	19.5	3	1	4
		8	94.25	5	4	4
		9	56.5	4	3	4
KEDUNG BARUK RAYA	PEN	1	91.75	4	4	12
		2	81.5	4	3	12
		3	66	5	3	12
		4	54.75	4	3	12
		5	63.25	4	3	12
		6	66.75	4	3	12
PANJANG JIWO SELATAN	PEN	1	107	5	4	18
		2	89	4	3	18
		3	92.25	3	4	15
		4	46	3	3	13
		5	32	3	2	15
		6	28	2	2	13
		7	52.5	2	3	13

Keterangan : 1) 1 : Baik
2 : Sedang
3 : Rusak
4 : Rusak Berat

TABEL 5.2. Nilai kerusakan jalan berdasarkan panjang seksi 100 meter dengan menggunakan metode TA90 (lanjutan).

NAMA JALAN	JENIS PERMUKAAN	SEKSI No.	NILAI			
			TDP	RG	KONDISI 1)	NKO
PANJANG JIWO UTARA	PEN	1	20.75	3	2	6
		2	28.25	3	2	7
		3	21	3	2	7
		4	38.75	3	2	7
		5	16.75	3	1	7
JAGIR WONO-KROMO	PEN	1	21	3	2	15
		2	18.75	3	1	16
		3	23.75	3	2	18
		4	20	3	1	12
		5	17.75	3	1	12
		6	16.25	3	1	15
		7	24	3	2	15
		8	32.5	3	2	12
		9	41.25	3	3	15
		10	22.75	3	2	15
		11	31.75	3	2	15
		12	20.75	3	2	15
		13	21.75	3	2	12
		14	13	3	1	10
		15	12	3	1	12
		16	18.75	3	1	12
		17	14.5	3	1	12
		18	16.75	3	1	12
		19	22	3	2	12
		20	20.25	3	2	10
		21	14.25	3	1	10
		22	17.75	3	1	10
		23	30.25	3	2	10

Keterangan : 1) 1 : Baik
2 : Sedang
3 : Rusak
4 : Rusak Berat

TABEL 5.2. Nilai kerusakan jalan berdasarkan panjang seksi 100 meter dengan menggunakan metode TA90 (lanjutan).

NAMA JALAN	JENIS PERMUKAAN	SEKSI No.	NILAI			
			TDP	RG	KONDISI *)	NKD
JEMUR HANDAYANI	Hot mix	1	9.25	1	1	6
		2	11.25	1	1	9
		3	8	1	1	8
		4	25.75	2	2	8
		5	12	2	1	8
		6	26.25	3	2	8
		7	28.25	2	2	8
		8	7.25	1	1	6
		9	13.25	2	1	6
		10	9.5	2	1	6
		11	8.25	1	1	6
		12	6	1	1	7
KUTISARI	Hot mix	1	2	1	1	9
		2	2	1	1	9
		3	2	1	1	9
		4	2	1	1	9
		5	4.25	1	1	7
		6	4	1	1	7
		7	20.75	1	2	7
RUNGKUT MENANGGAL	Hot mix	1	7	1	1	9
		2	9	1	1	9
		3	11	1	1	9
		4	8	1	1	9
		5	8	1	1	9
		6	11	2	1	9
		7	8	2	1	9
		8	8	2	1	9
		9	9	2	1	9
		10	12.5	2	1	9
		11	5.5	2	1	9
		12	25.75	1	2	9

Keterangan : *) 1 : Baik
2 : Sedang
3 : Rusak
4 : Rusak Berat

TABEL 5.2. Nilai kerusakan jalan berdasarkan panjang seksi 100 meter dengan menggunakan metode TA90 (lanjutan).

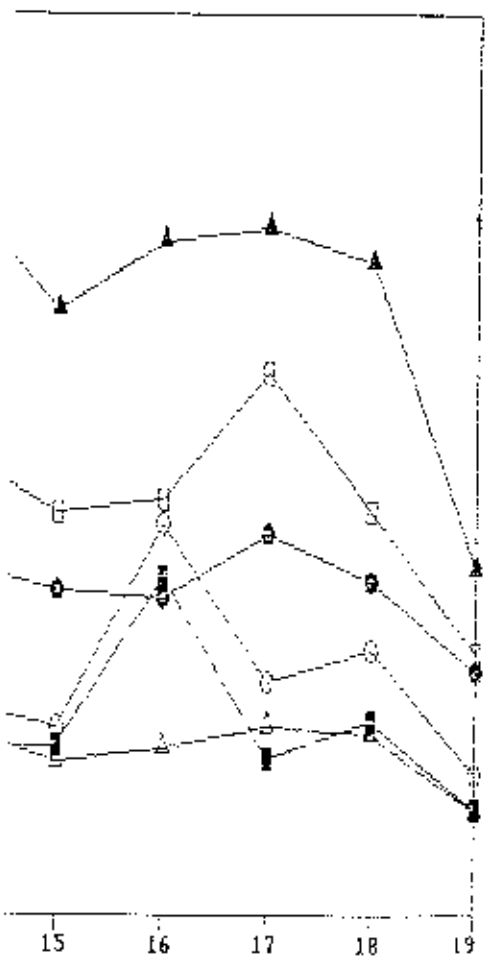
NAMA JALAN	JENIS PERMUKAAN	SEKSI No.	NILAI			
			TDP	RQ	KONDISI *)	NKD
RAYA RUNGKUT	Hot mix	1	13.75	1	1	12
		2	13.75	2	1	10
		3	18.5	1	1	12
		4	10.75	1	1	15
		5	13.5	1	1	10
		6	15.5	1	1	12
		7	11.5	1	1	9
		8	9.75	1	1	12
		9	7.25	1	1	8
		10	10.25	1	1	12
		11	11.5	1	1	12
		12	12	1	1	10
		13	11.25	1	1	10
		14	13.5	1	1	10
		15	28.5	1	2	10
		16	5.75	1	1	8
		17	12	1	1	9
KERTAJAYA SELATAN	Hot mix	1	1	1	1	0
		2	1.5	1	1	0
		3	0.75	1	1	0
		4	1.5	1	1	0
		5	1.5	1	1	0
		6	4.5	1	1	0
		7	5.5	1	1	1
		8	11.75	2	1	1
		9	17.25	3	1	1
		10	30.75	3	2	1
		11	15.5	2	1	1
		12	6	2	1	0

Keterangan : *) 1 : Baik
2 : Sedang
3 : Rusak
4 : Rusak Berat

TABEL 5.2. Nilai kerusakan jalan berdasarkan panjang seksi 100 meter dengan menggunakan metode TA90 (lanjutan).

NAMA JALAN	JENIS PERMUKAAN	SEKSI No.	NILAI			
			TDP	RQ	KONDISI 1)	NKD
KERTAJAYA UTARA	Hot mix	1	4.75	2	1	0
		2	7.5	2	1	1
		3	9.5	3	1	1
		4	9.25	3	1	1
		5	3.25	2	1	0
		6	4.5	2	1	0
		7	4.25	1	1	0
		8	5.25	2	1	0
		9	5.25	2	1	0
		10	9.5	2	1	0
		11	13	3	1	0
		12	2.5	1	1	0

Keterangan : 1) 1 : Baik
2 : Sedang
3 : Rusak
4 : Rusak Berat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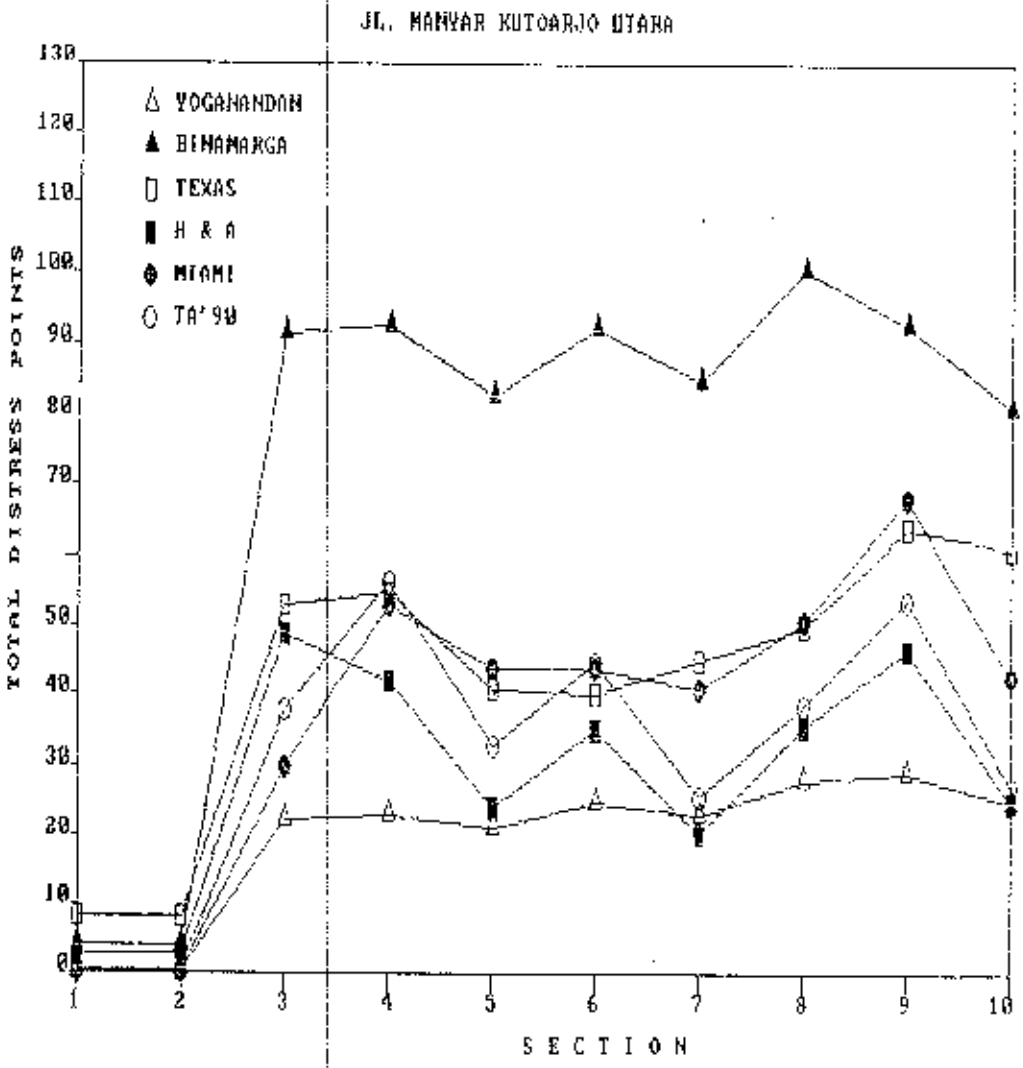
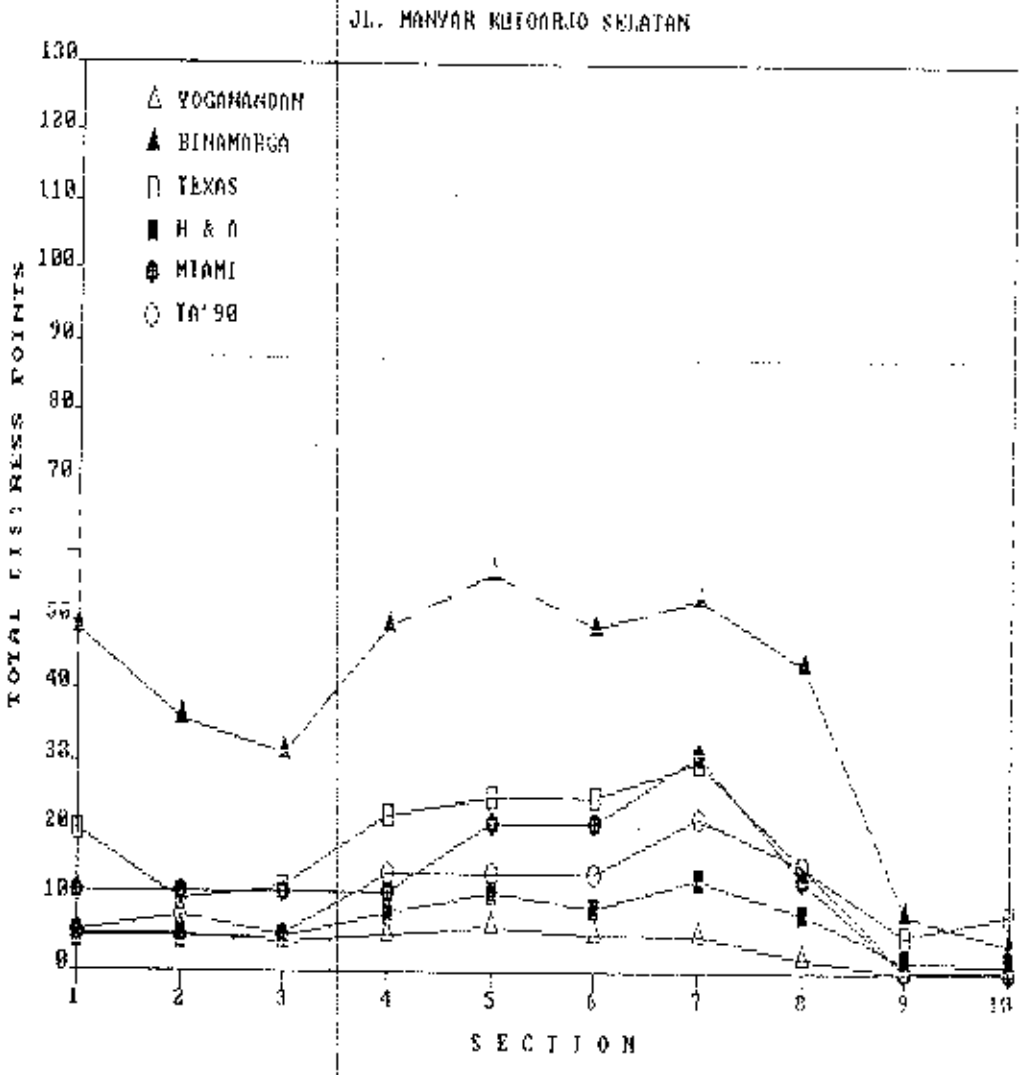
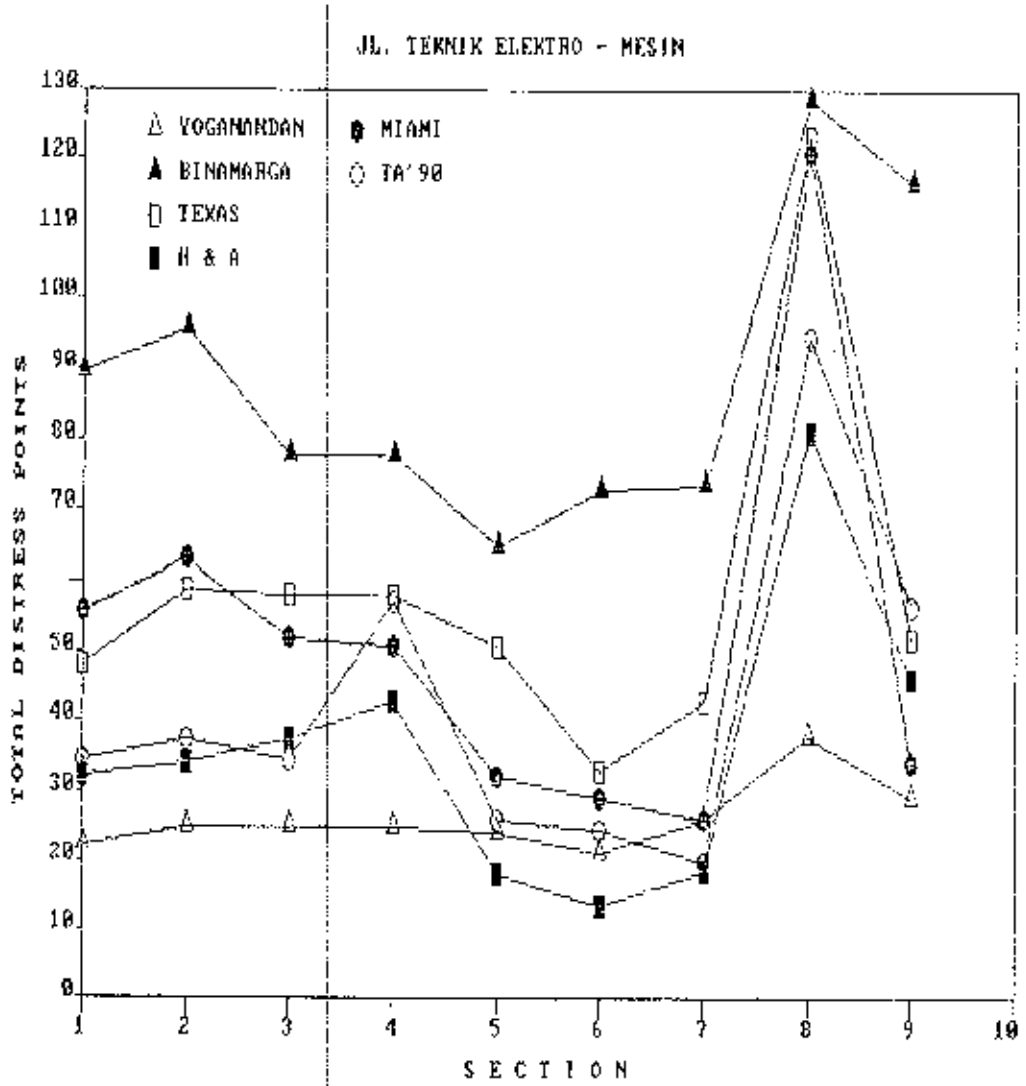


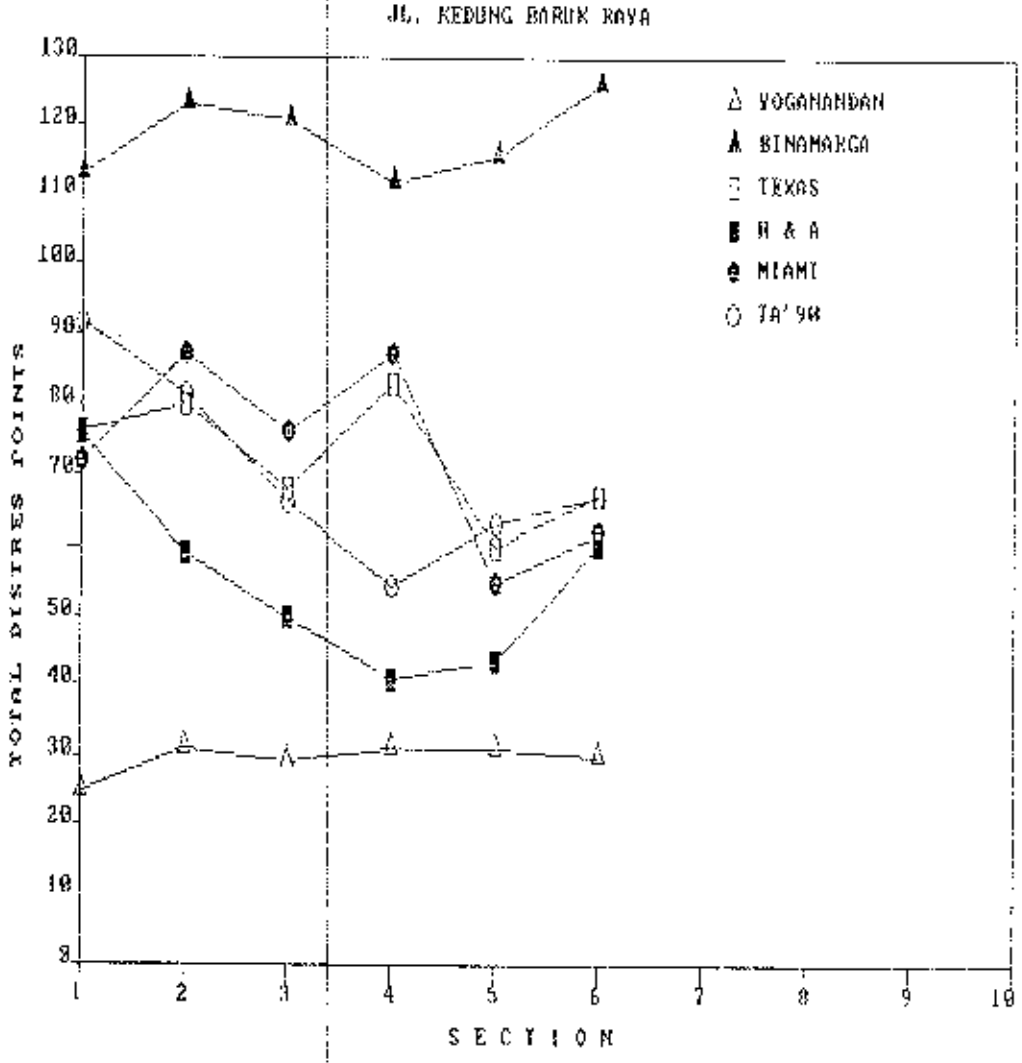
Gambar 5.2. Grafik nilai kerusakan jalan (lanjutan).



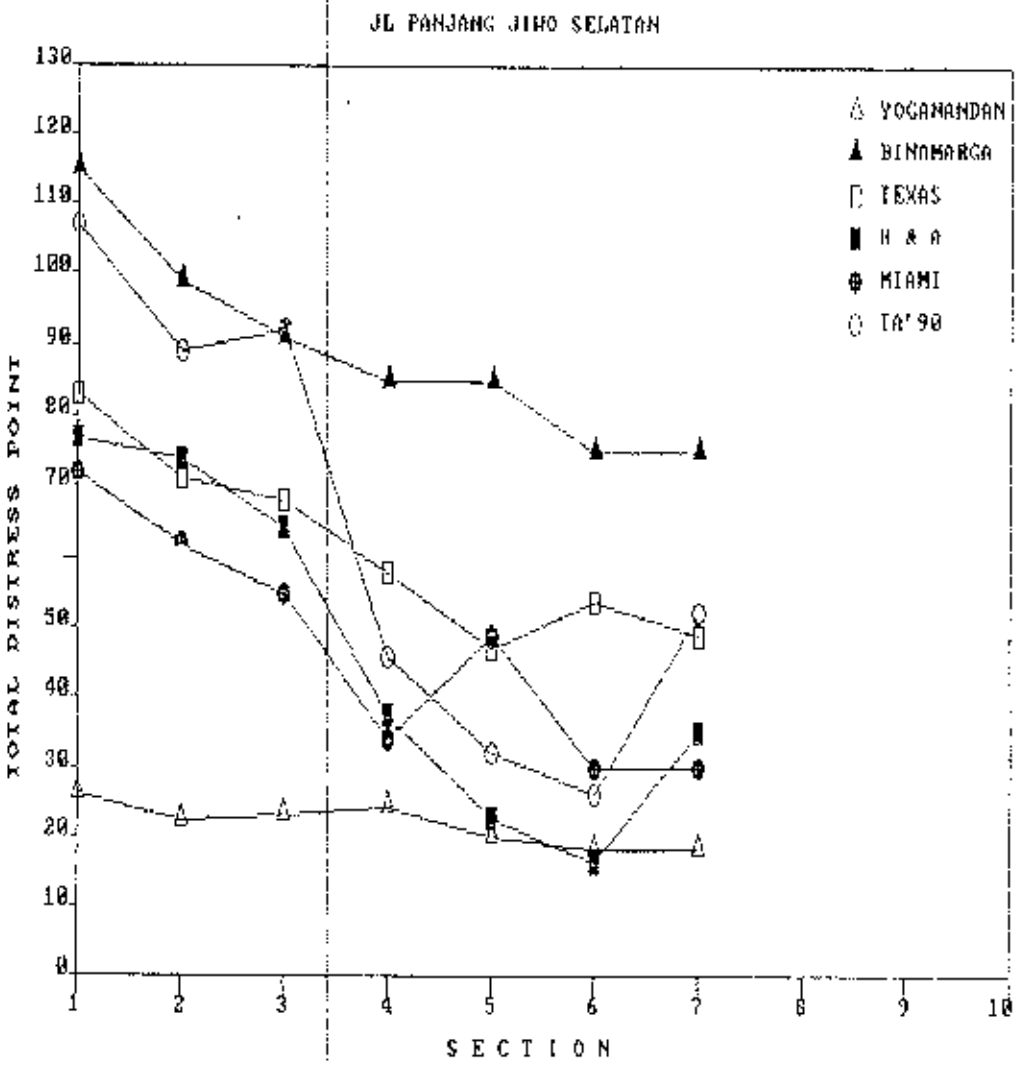
Gambar 5.2. Grafik nilai kerusakan jalan (lanjutan).



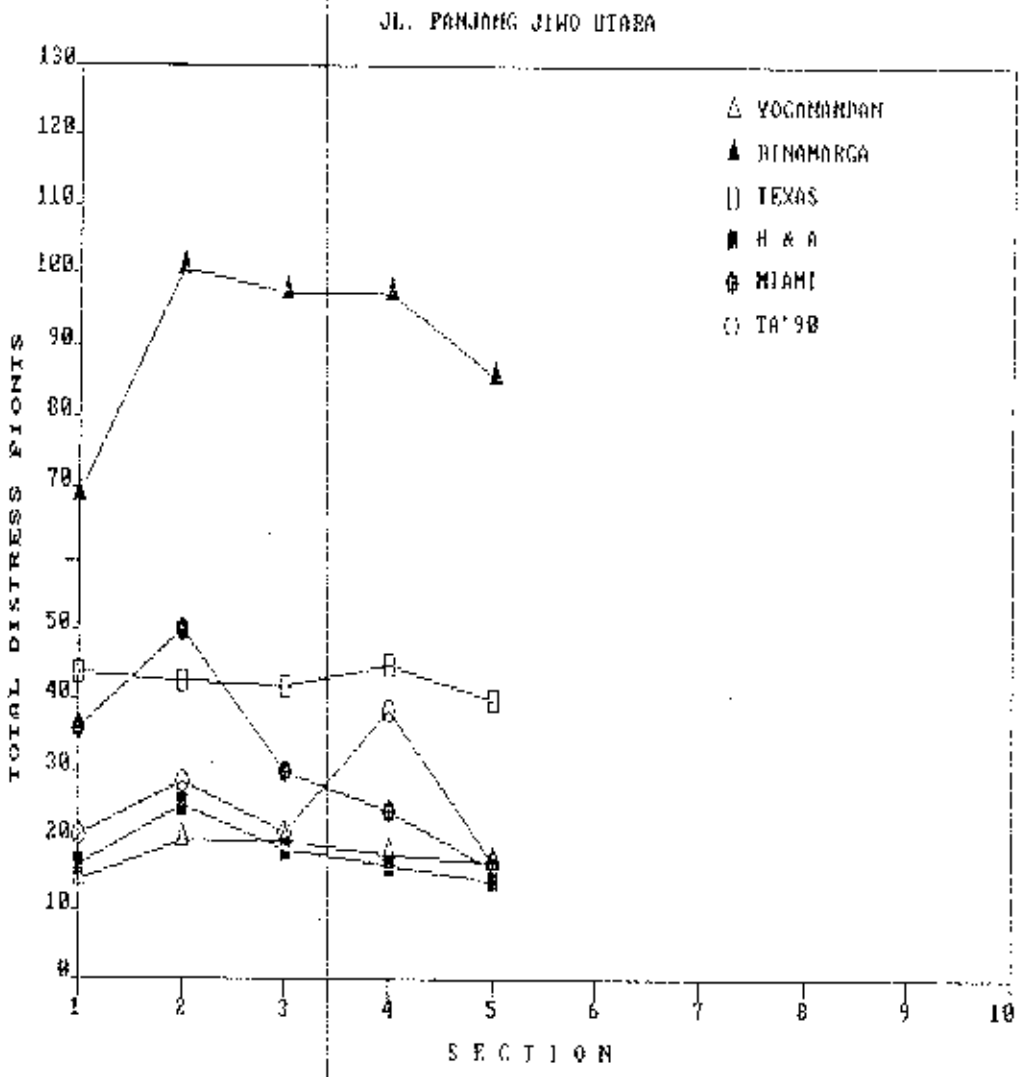
Gambar 5.2. Grafik nilai kerusakan jalan (lanjutan).



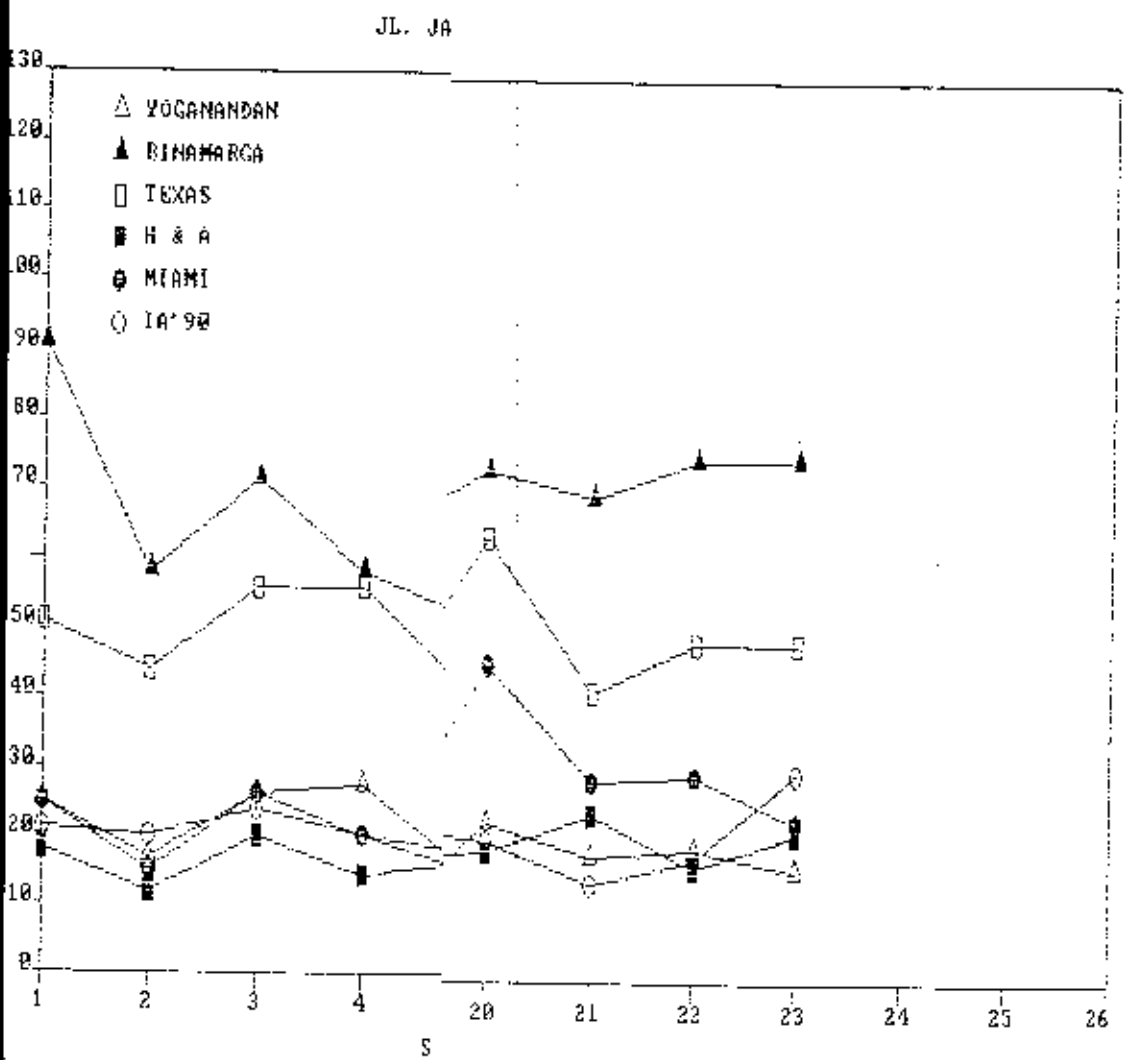
Gambar 5.2. Grafik nilai kerusakan jalan (lanjutan).



Gambar 5.2. Grafik nilai kerusakan jalan (lanjutan).



Gambar 5.2. Grafik nilai kerusakan jalan (lanjutan).



Gambar 5.2. Grafik nila

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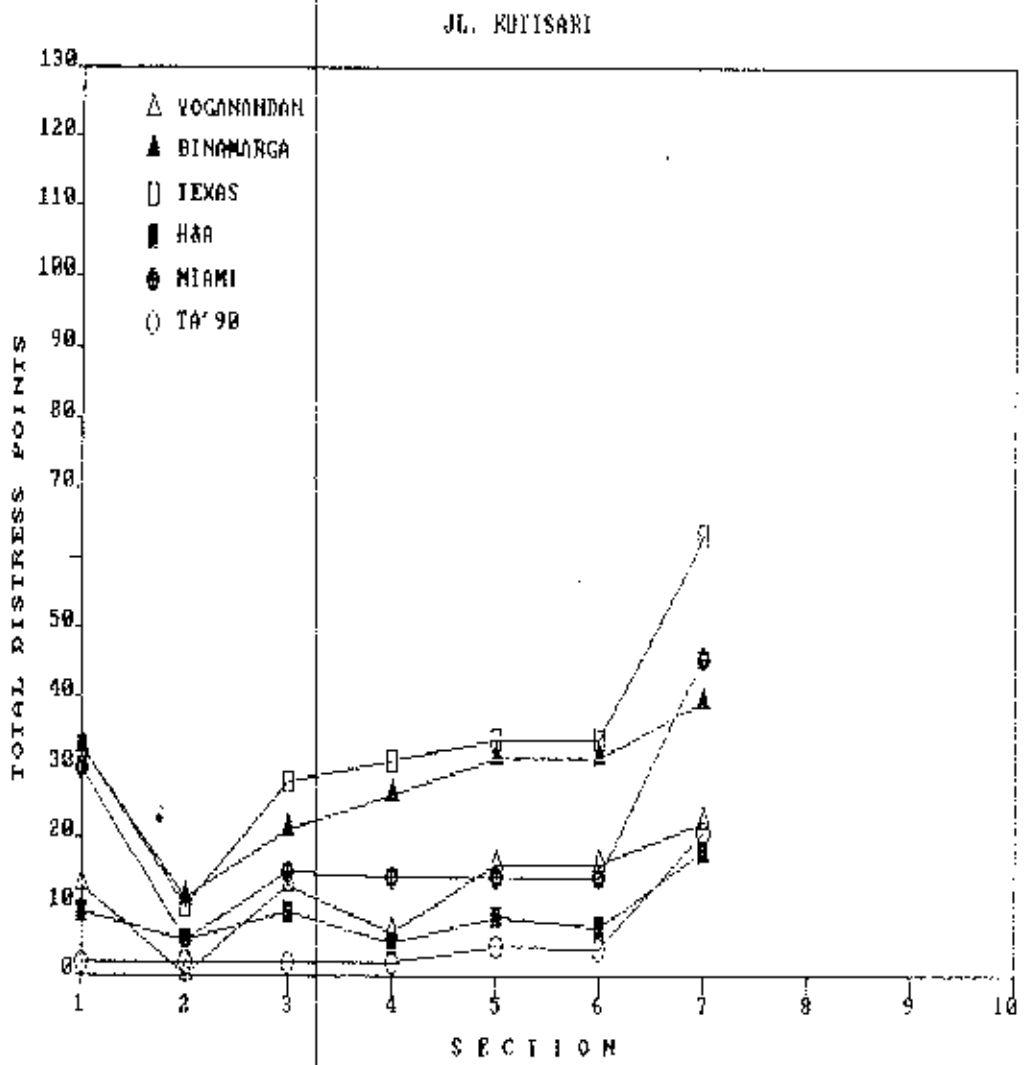
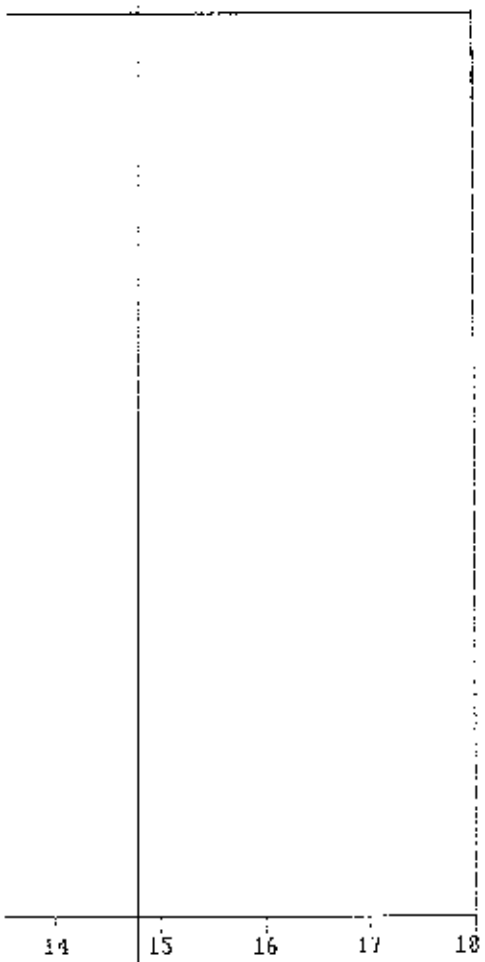


Gambar 5.2. Grafik nilai kerusakan jalan (lanjutan).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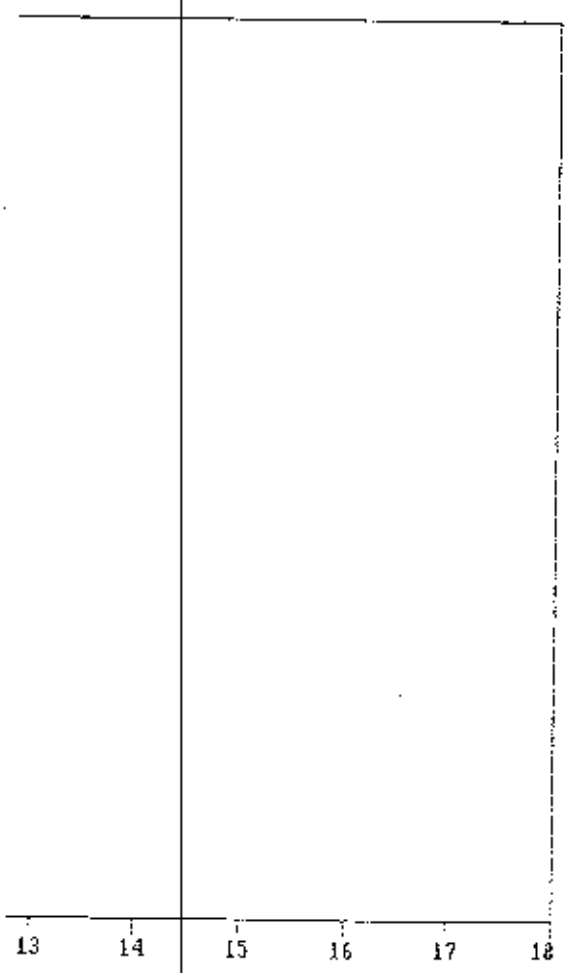
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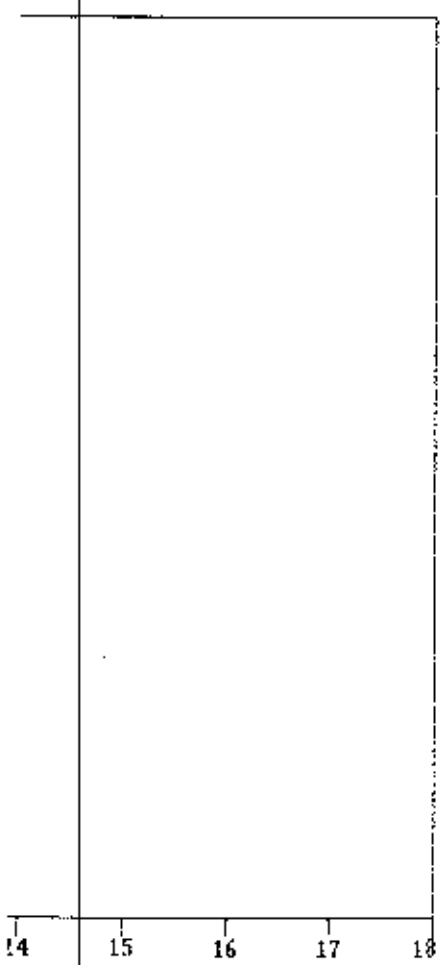
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TABEL 5.3. Nilai kerusakan berdasarkan panjang seksi 500 meter dengan menggunakan metode TA'90

NAMA JALAN	JENIS PRM	SEKSI No.	NILAI KERUSAKAN		KG
			*	**	
ARIEF RAHMAN HAKIM	PEN	1	29.95	41.5	4
		2	27.9	43.25	3
		3	26	34.25	3
		4	37.16	57	4
MANYAR KUTO-ARJO UTARA	PEN	1	25.65	55.75	3
		2	38	33.25	3
MANYAR KUTO-ARJO SELATAN	PEN	1	9.15	17.75	3
		2	10.25	17	3
TEKNIK ELEK-TRO	PEN	1	37.95	50.75	3
		2	48.76	73.5	3
KEDUNG BARUK RAYA	PEN	1	70.67	93	3
PANJANG JIWO SELATAN	PEN	1	63.54	65	3
PANJANG JIWO UTARA	PEN	1	25.1	28	3
JAGIR WONO-KROMO	PEN	1	20.45	22.25	3
		2	27.35	44.25	3
		3	19.85	24.25	3
		4	18.45	23.75	3
JEMUR WANDA-YANI	HRS	1	15.42	22.25	2
		2	12.08	12.25	2
KUTISARI	HRS	1	5.29	2	1

* Nilai rata-rata berdasarkan panjang seksi 100 m.
** Nilai berdasarkan panjang seksi 500 m.

TABEL 5.3. Nilai kerusakan berdasarkan panjang seksi 500 meter dengan menggunakan metode TA'90 (lanjutan)

NAMA JALAN	JENIS PRM	SEKSI No.	NILAI KERUSAKAN *	NILAI KERUSAKAN **	KB
RUNGKUT MENAGGAL	HRS	1	9	10	2
		2	11.46	7	2
RAYA RUNGKUT	HRS	1	14.05	14	1
		2	10.85	11.75	1
		3	15.35	16.25	1
KERTAJAYA UTARA	HRS	1	1.79	1.5	1
		2	14.46	28.75	3
KERTAJAYA SELATAN	HRS	1	6.46	10.5	3
		2	6.63	9.75	3

* Nilai rata-rata berdasarkan panjang seksi 100 m.
** Nilai berdasarkan panjang seksi 500 m.

TABEL 5.4. Nilai kerusakan berdasarkan panjang seksi 1000 meter dengan menggunakan metode TA'90

NAMA JALAN	JENIS PRM	SEKSI No.	NILAI KERUSAKAN			KQ
			*	**	***	
ARIEF RAHMAN HAKIM	PEN	1	28.93	42.38	42.25	3
		2	30.96	45.63	67.5	3
MANYAR KUTO ARJO UTARA	PEN	1	31.83	44.5	64	3
MANYAR KUTO-ARJO SELATAN	PEN	1	9.7	17.38	17	3
TEKNIK ELEK-TRO - MESIN	PEN	1	42.72	62.13	87.5	4
JAGIR WONO-KROMO	PEN	1	23.9	33.25	42.5	3
		2	19.15	24	30.25	3
JAGIR WONO-KROMO	HRS	1	13.75	17.25	20.5	3
RUNGKUT MENANGGAL	HRS	1	10.23	8.5	10	1
RAYA RUNGKUT	HRS	1	12.45	12.88	14.75	1
KERTAJAYA UTARA	HRS	1	8.13	15.13	12.5	3
KERTAJAYA SELATAN	HRS	1	6.54	10.13	7.5	2

* Nilai rata-rata berdasarkan panjang seksi 100 m.
** Nilai rata-rata berdasarkan panjang seksi 500 m.
*** Nilai berdasarkan panjang seksi 1000 m.

dengan keadaan dilapangan seperti terlihat untuk jalan Teknik Elektro kondisi yang diperoleh adalah kondisi sedang, dengan seksi nomor 8 dalam kondisi rusak berat dan seksi nomor 9 dalam kondisi rusak. Dari Tabel 5.2. kemudian dibuat grafiks nilai kerusakan antara metode baru dengan metode yang telah ada seperti tercantum pada Gambar 5.2. Dari grafiks pada Gambar 5.2. terlihat kecenderungan naik turun nilai yang diperoleh sama dengan metode yang lama.

Hasil penilaian berdasar panjang seksi 500 dan 1000 meter tercantum pada tabel 5.3. dan Tabel 5.4. Dari dari Tabel 5.3 da. 5.4. diatas terlihat bahwa pengaruh panjang seksi tidak begitu besar.

Dari hal-hal tersebut diatas terlihat bahwa metode TA '90 dapat dipakai untuk evaluasi jalan dengan panjang seksi antara 100 meter sampai dengan 1000 meter.

BAB VI

KESIMPULAN DAN SARAN

6.1. KESIMPULAN.

Dari uraian pada Bab-bab terdahulu dapat diambil beberapa kesimpulan sebagai berikut :

1. Metode penilaian dengan cara visual memiliki kelebihan dibandingkan dengan metode mekanikal-elektrikal, antara lain :
   a. Selama pemeriksaan kerusakan jalan, dapat pula dicatat kondisi daerah milik jalan seperti kondisi drainase, kondisi rambu-rambu jalan, dan jenis perkerasan jalan.
   b. Pemeriksaan dapat dilakukan dengan berjalan kaki maupun berkendaraan.
   c. Jenis kerusakan yang dapat dicatat lebih banyak.
2. Seluruh metode yang ada umumnya telah memadai untuk penilaian kondisi jalan, tetapi pada beberapa diantaranya masih terdapat kekurangan jika diterapkan

di Indonesia. Kekurangan tersebut antara lain adalah :

a. Pada metode Texas dan metode Miami tidak ada penilaian terhadap lubang.

b. Cara observasi yang tidak sesuai dengan keadaan sebenarnya di lapangan misalnya kerusakan yang mestinya diobservasi berdasarkan prosentase luas tetapi pada penilaian diobservasi berdasarkan prosentase panjang jalan.

c. Tidak ditinjau hubungan nilai kerusakan dengan nilai riding quality dalam menentukan prioritas penanganan kerusakan.

d. Penilaian untuk masing-masing jenis kerusakan tidak sesuai dengan bobot kerusakannya yaitu kerusakan dengan faktor pengrusakan tinggi diberi nilai sama dengan kerusakan dengan faktor pengrusakan yang lebih rendah.

3. Pada setiap metode ada kecenderungan bahwa nilai kerusakan yang diperoleh membesar jika panjang seksi yang ditinjau lebih panjang. Panjang seksi untuk keperluan praktis yang efisien adalah 200 sampai 1000 meter. Akan tetapi, disarankan untuk memakai panjang seksi tidak lebih dari 500 meter untuk mendapatkan hasil yang paling optimum.

4. Pada masing-masing jenis kerusakan dimempunyai faktor pengrusakan terhadap perkerasan yang berbeda sehingga

diberikan faktor pengali terhadap mesing-masing Kategori untuk membedakannya.

5. Penilaian dengan menggunakan metode hasil penyempurnaan (metode TA '90) mempunyai kelebihan antara lain pembagian kategori kerusakan, penentuan tingkat keparahan, cara observasi kerusakan, dan pembagian kondisi perkerasan sesuai dengan keadaan di lapangan.
5. Dalam metode evaluasi secara visual disini masih belum diketahui hubungan antara nilai kondisi drainase dengan kerusakan perkerasan jalan.

6.2. SARAN-SARAN.

Untuk mengetahui hubungan antara nilai drainase dengan nilai kerusakan perkerasan perlu dilakukan studi lanjutan mengenai pengaruh terjadinya genangan pada permukaan jalan maupun pengaruh sering tidaknya terjadi banjir pada daerah jalan terhadap kerusakan pada permukaan jalan.

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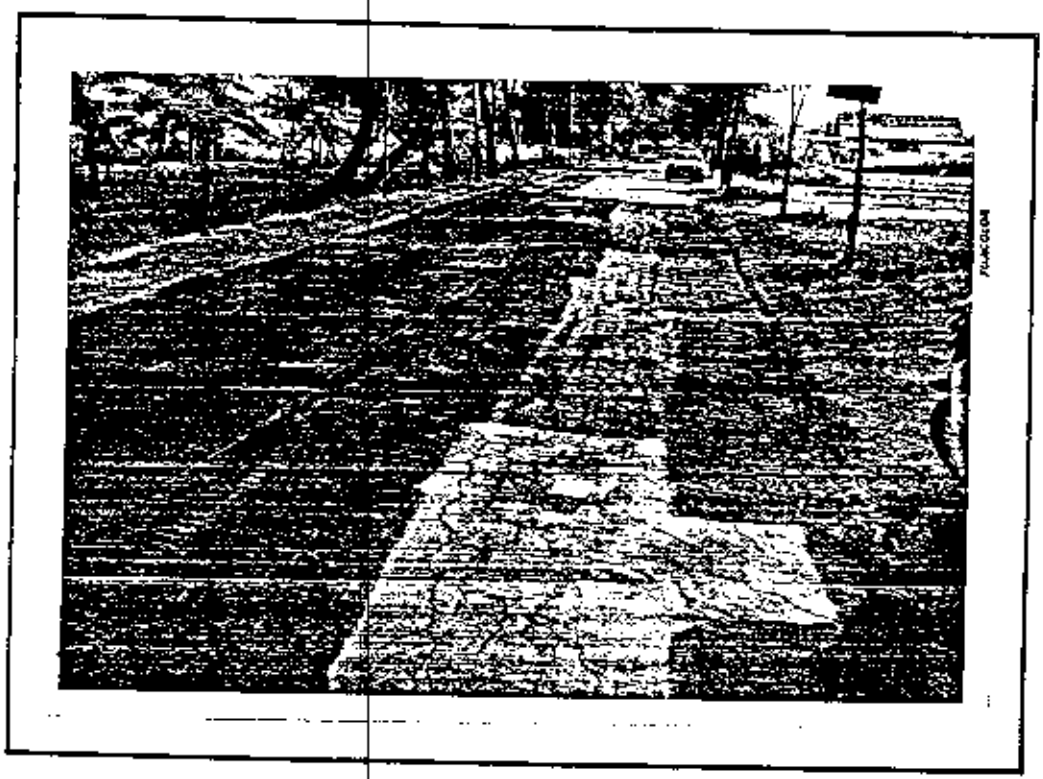
LAMPIRAN

LAMPIRAN A

DATA INVENTARISASI KERUSAKAN JALAN PANJANG SEKSI 100 METER



NAMA JALAN : ARIEF RAHMAN HAKIM

RIDING QUALITY : 3 - 5

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 29,25 | DRAINAGE 4

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	0	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4 X	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

	GOOD	MODERETE	POOR	VERYPOOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3 X	6	9
	NEVER	RARELY	OCCASIONALLY	ALWAYS
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [v] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
25	4

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 X	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 X	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3 X	6	9
OCCUSENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [3]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20,5	4

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

	GOOD	MODERETE	POOR	VERY POOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3 X	6	9

	NEVER	RARELY	OCCASIONALLY	ALWAYS
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [4]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
27	1

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8 X	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3 X	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 5

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐

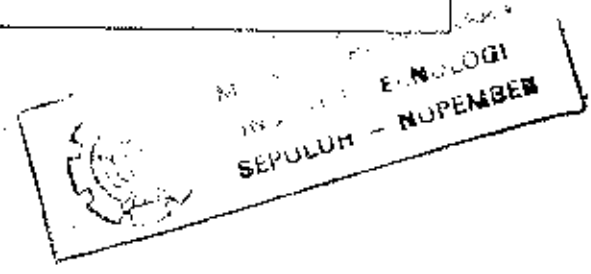
DISTRESS POINTS	
PAVEMENT	DRAINAGE
28	-1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2.5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETKRIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3 X	6	9

OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24



INVENTORY DATA FORM

Street name : [ ] Section No. : [6]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [V] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20,5	6

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15 X	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3 X	6	9

OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
32,75	4

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3 X	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 8

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [V] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 21 | DRAINAGE 4

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 X	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3 X	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 9

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
29	3

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3 X	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

NOTE :

INVENTORY DATA FORM

Street name : [ ] Section No. : [92]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [X] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
29,25	-1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✓	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
DRAINAGE	0	1	2	5 X	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3 X	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [11]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [16/75] DRAINAGE [4]

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic wavying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 X	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

NOTE

INVENTORY DATA FORM

Street name : [ ] Section No. : [12]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [26,75] DRAINAGE [4]

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocgas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pieing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [13]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
23	1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With crackling
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	6	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3 X	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [A]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [ ] DRAINAGE [ ]

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✕	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✕	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 ✕	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✕	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✕	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✕	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✕	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✕	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 •	10	16	1,5 - 2,5 Cm.
	0	1	2 ✕	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 ✕	10	16	Fair condition
	0	1	2	5 ✕	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 ✕	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✕	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERETE	POOR	VERY POOR
	0		3 ✕	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0 ✕		6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 05

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
27	2

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 X	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3 X	6	9

OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [16]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [✓]

DISTRESS POINTS: PAVEMENT [56,75] DRAINAGE [6]

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERATE	POOR	VERY POOR
	0		3 X	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0 X		6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 17

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐

DISTRESS POINTS — PAVEMENT: 32.5 — DRAINAGE: 4

CONDITION	EXTENT				SEVERITY
POTHOLES ☐ NONE	0-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24	> 7,5 Cm. in depth
	2 X	4	10	16	2,5 - 7,5 Cm.
0	1 X	2	5	8	<2,5 Cm. in depth
0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING	3	6	15	24	Highly pitted/rough
	2 X	4	10	16	Some small hole/pit
0	1	2	5	8	Minor loss
0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING	3	6	15	24	Spalled and loose
	2 X	4	10	16	Spalled and tight
0	1	2	5	8	Fair line
0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION	3	6	15	24	With cracks & holes
	2	4	10	16	With cracking
0	1 X	2	5	8	Plastic weaving
0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING	3	6	15	24	> 1 Cm. & spalled
	2	4	10	16	0,5 - 1 Cm. spalled
0 X	1	2	5	8	< 0,5 Cm. or sealed
0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING	3	6	15	24	>2,5Cm spalled,full
	2	4	10	16	0,5-2,5 spalled,half
0	1 X	2	5	8	<0,5Cm , sealed,part
0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING	3	6	15	24	>2,5 Cm. spalled
	2	4	10	16	0,5-2,5 Cm spalled
0	1 X	2	5	8	<0,5 Cm. or sealed
0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING	3	6	15	24	> 2,5 Cm. in depth
	2	4	10	16	1,5 - 2,5 Cm.
0	1	2 X	5	8	1,5 Cm in depth
0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT	3	6	15	24	Little visible aggr
	2	4	10	16	Wheel track smooth
0	1	2	5	8	Ocoas small patches
0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING	3	6	15	24	Poor condition
	2	4	10	16	Fair condition
0	1	2	5 X	0	Good condition
0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION	3	6	15	24	Edge loose/missing
	2	4	10	16	Cracked edge jagged
0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3 X	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [✓]

DISTRESS POINTS: PAVEMENT [28,25] DRAINAGE [0]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm, or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [2]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

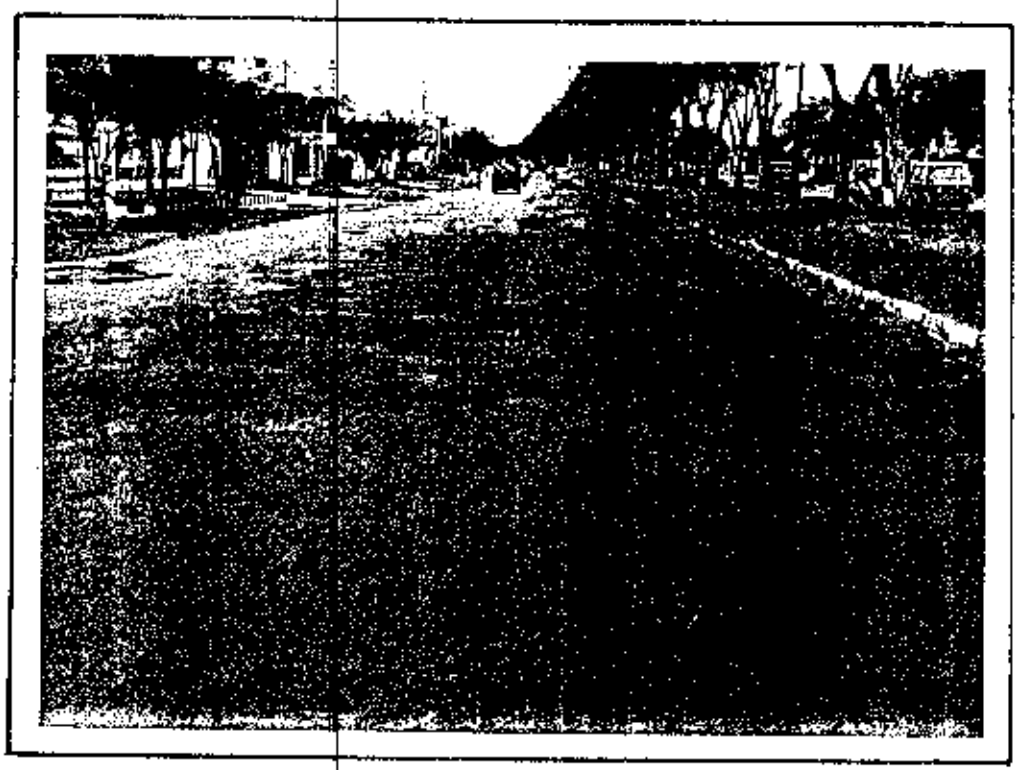
DISTRESS POINTS: PAVEMENT [20,2] DRAINAGE [ ]

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✗	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 ✗	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✗	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✗	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✗	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✗	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 ✗	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✗	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✗	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3 ✗	6	9
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✗	6	12	24



NAMA JALAN : MANYAR KERTOARJO UTARA

RIDING QUALITY : 3

INVENTORY DATA FORM

Street name : [illegible] Section No. : [illegible]
From _____ To _____
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
[illegible]	[illegible]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm., sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAING CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6	9 [✓]	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 [✓]	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From [ ] To [ ]
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
0,5	2

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocoas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	8	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ×	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [3]
From ____ To ____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
37,75	15

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2 X	4	10	16	> 7,5 Cm. in depth
	0	1	2	5	8	2,5 - 7,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	<2,5 Cm. in depth
RAVELING/WEATHERING		3	6	15	24	AREA
		2	4 X	10	16	Highly pitted/rough
	0	1	2 X	5	8	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor lose
ALLIGATOR CRACKING		3	6	15	24	AREA
		2	4	10	16	Spalled and loose
	0	1 X	2	5	8	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Hair line
PROFILE DISTORTION		3	6	15	24	AREA
		2 X	4	10	16	With cracks & holes
	0	1 X	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
BLOCK CRACKING		3	6	15	24	AREA
		2	4	10	16	> 1 Cm. spalled
	0	1 X	2	5	8	0,5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		3	6	15	24	LENGTH
		2	4	10	16	>2,5Cm spalled,full
	0	1 X	2	5	8	0,5-2,5 spalled,half
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5Cm sealed,part
LONGITUDINAL CRACKING		3	6	15	24	AREA
		2	4	10	16	>2,5 Cm. spalled
	0	1 X	2	5	8	0,5-2,5 Cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5 Cm. or sealed
RUTTING		3	6	15	24	LENGTH
		2	4	10	16	> 2,5 Cm. in depth
	0	1 X	2	5	8	1,5 - 2,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1,5 Cm in depth
EXCESS ASPHALT		3	6	15	24	AREA
		2	4	10	16	Little visible aggr
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Ocasa small patches
BITUMINOUS PATCHING		3	6	15	24	AREA
		2 X	4	10	16	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION		3	6	15	24	LENGTH
		2	4	10	16	Edge loose/missing
	0	1	2	5 X	8	Cracked edge jagged
						Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATRR AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6 X	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
36 / 40	0

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6 X	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 5

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

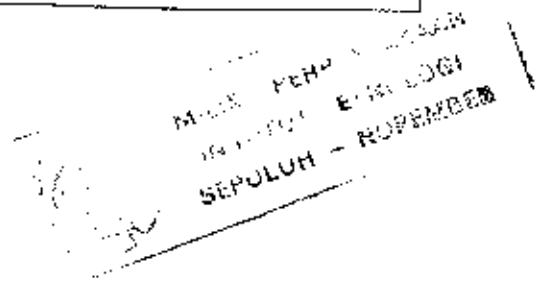
DISTRESS POINTS	
PAVEMENT	DRAINAGE
32,75	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	EARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24



INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 41,75 | DRAINAGE 9

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 X	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERETE	POOR	VERYPOOR
	0		3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0 X		6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
25,0	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic wawing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	8 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 8

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [X] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 22,75 | DRAINAGE 7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 X	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
54	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 10

From _____ To _____

Riding Quality 1 [ ] 2 [V] 3 [ ] 4 [ ] 5 [ ]

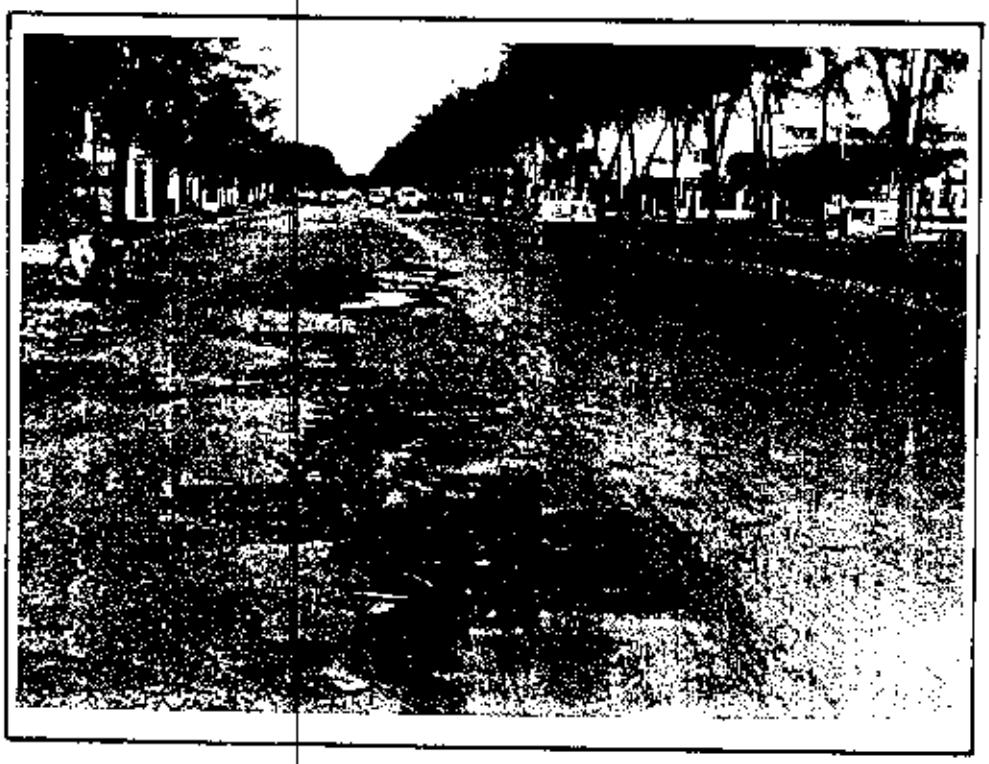
DISTRESS POINTS	
PAVEMENT	DRAINAGE
27	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agge.
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	FARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24



NAMA JALAN : MANYAR KERTOARJO SELATAN

RIDING QUALITY : 3

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1
From _____ To _____
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
5,5	7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	0	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✗	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 ✗	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 ✗	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 ✗	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✗	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
7,75	1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		8	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
5	2

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm. , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [X] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
15,75	7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12,75	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

	GOOD	MODERETE	POOR	VERYPOOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3	6 X	9

	NEVER	RARELY	OCCASIONALLY	ALWAYS
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 6

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12,75	0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

	GOOD	MODERETE	POOR	VERYPOOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3	6 X	9

	NEVER	RARELY	OCCASIONALLY	ALWAYS
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
21,75	9

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 ☐ 2 ☑ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
14,75	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 6

From _____ To _____

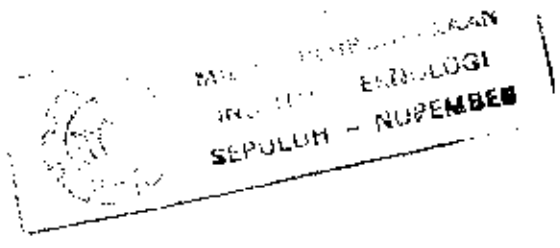
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
0,5	6

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✓	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 ✓	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	



INVENTORY DATA FORM

Street name : _____ Section No. : 10

From _____ To _____

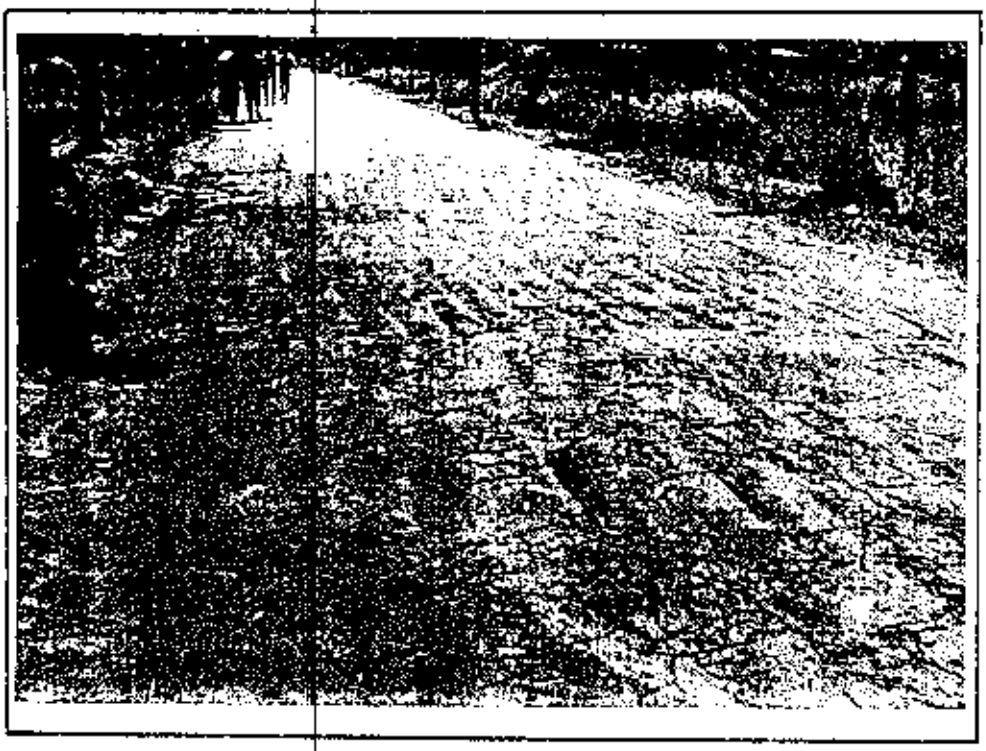
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
0,5	6

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✗	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 ✗	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	



NAMA JALAN : TEKNIK ELEKTRO - MESIN

RIDING QUALITY : 3 - 5

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
31.25	12

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✗	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✗	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✗	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✗	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 ✗	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm spalled,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✗	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✗	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 ✗	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ✗	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 ✗	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
97.5	5

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. In depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. ; spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm ; sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. In depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9 X
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
24,5	12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	8	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	8	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
57,5	12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 ×	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ×	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ×	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 ×	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ×	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ×	10	16	With cracking
	0	1	2 ×	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ×	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ×	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ×	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocoas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ×	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ×	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 ×
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ×	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 5

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
26	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 X	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 X	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [12]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
24.5	4

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 X	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 X	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	0	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3 X	6	9

OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✓	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [7]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
19,5	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✗	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✗	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✗	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 ✗	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10 ✓	16	0,5-2,5 Cm spalled
	0	1	2 ✗	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✗	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0 ✗	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✗	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 ✗	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 ☐ 2 ☑ 3 ☐ 4 ☐ 5 ☑

DISTRESS POINTS: PAVEMENT 24.5 | DRAINAGE 4

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6 X	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6 X	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2 X	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	> 2,5 Cm. in depth
		2 X	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 X	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3 X	6	8	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 6

From _____ To _____

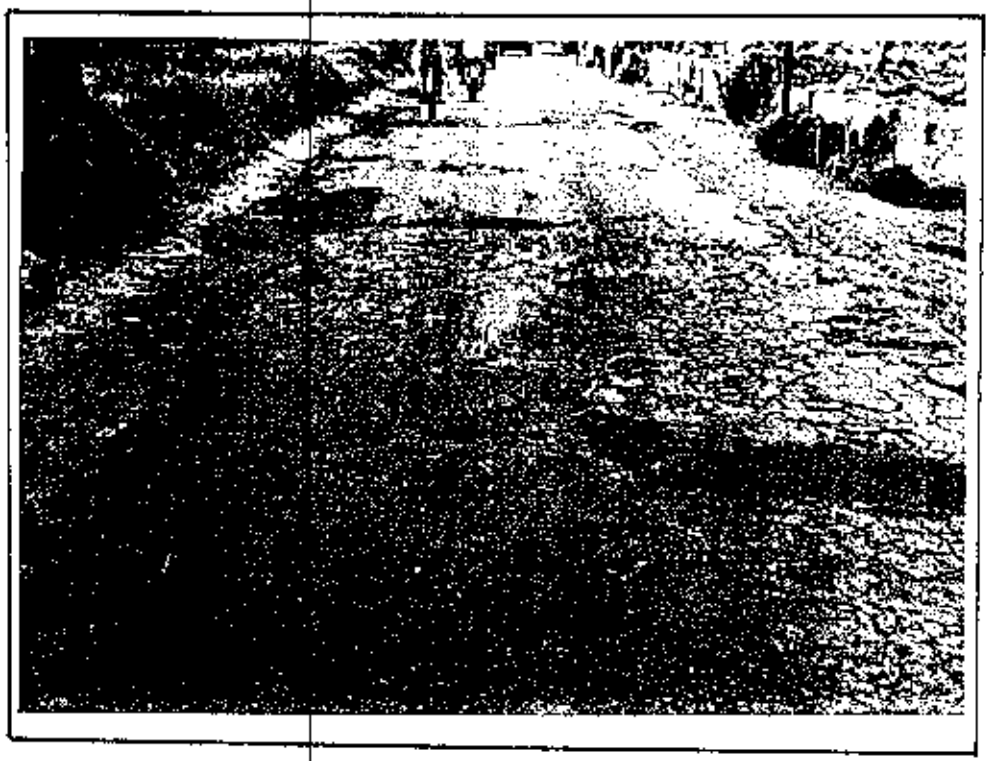
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS

PAVEMENT	DRAINAGE
56,5	7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 ✗	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✗	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ✗	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✗	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 ✗	6	15	24	With cracks & holes
		2 ✗	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2 ✗	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 ✗	4	10	16	0,5-2,5 Cm spalled
	0	1 ✗	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✗	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✗	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERATE	POOR	VERY POOR
	0		3 ✗	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0 ✗		6	12	24



NAMA JALAN : RAYA KEDUNG BARUK

RIDING QUALITY : 3 - 5

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
91,75	12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6 X	15	24	Spalled and loose
		2	4	10 X	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4	10 X	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15 X	24	Edge loose/missing
		2	4 X	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERETE	POOR	VERYPOOR
	0		3	6	8 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0 X		6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [2]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [✓] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
01,5	12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6 X	15	24	Spalled and loose
		2	4	10 X	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4	10 X	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 X	15	24	Edge loose/missing
		2	4	10 X	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [3]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [✓]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
6	12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pl.
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 X	10	16	Spalled and tight
	0	1	2	5 X	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4	10 X	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	6	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
54,75	12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2	5 X	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

	GOOD	MODERETE	POOR	VERYPOOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3	6	9 X

	NEVER	RARELY	OCCASIONALLY	ALWAYS
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ]
From [ ] To [ ] Section No. : [5]

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [✓] 5 [ ]

DISTRESS POINTS: PAVEMENT [63.25] DRAINAGE [12]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2	5 X	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 X	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ]
From [ ] To [ ] Section No. : [ ]

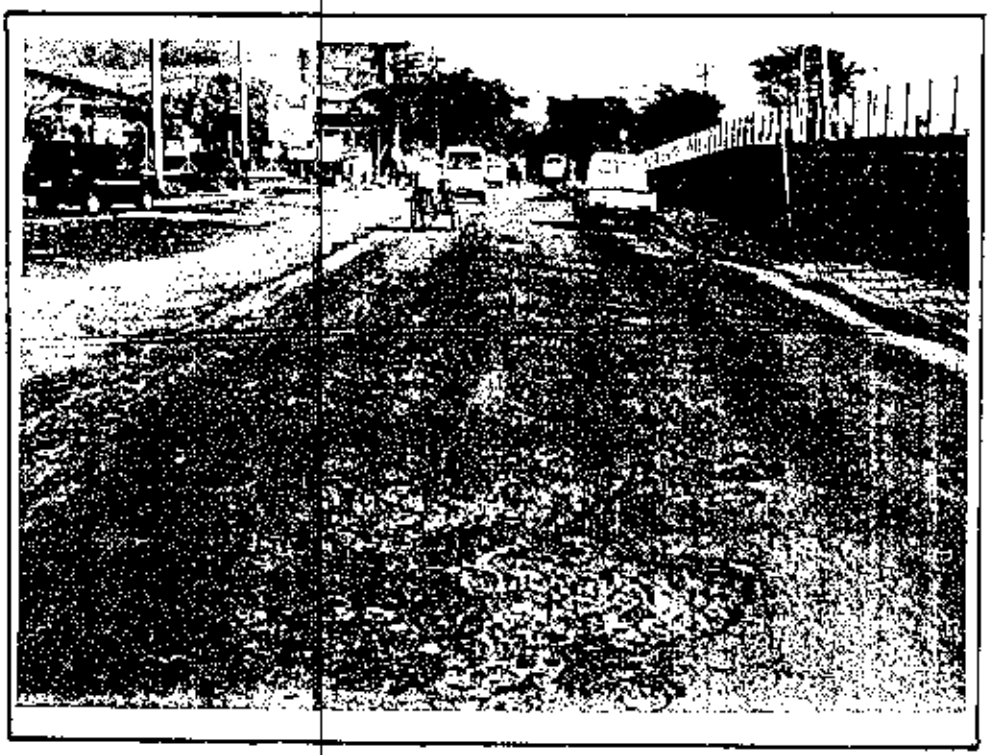
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [✓] 5 [ ]

DISTRESS POINTS: PAVEMENT [ ] DRAINAGE [ ]

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 X	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agger
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 X	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 X	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

[illegible]



NAMA JALAN : PANJANG JIWO SELATAN

RIDING QUALITY : 3 - S

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1
From _____ To _____
Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☑

DISTRESS POINTS	
PAVEMENT	DRAINAGE
107	12

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
		3	6	15	24
		2 X	4	10	16
	0	1	2 X	5	8
	0-1%				
RAVELING/WEATHERING		1-10%	10-30%	30-60%	>60%
		3	6	15 X	24
		2	4	10 X	16
	0	1	2	5	8
	0-1%				
ALLIGATOR CRACKING		1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4 X	10	16
	0	1	2	5 X	8
	0-1%				
PROFILE DISTORTION		1-10%	10-30%	30-60%	>60%
		3 X	6	15	24
		2	4	10	16
	0	1	2 X	5	8
	0-1%				
BLOCK CRACKING		1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0 X	1	2	5	8
	0-1%				
TRANSVERSE CRACKING		1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1 X	2	5	8
	0-1%				
LONGITUDINAL CRACKING		1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1 X	2	5	8
	0-1%				
RUTTING		1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%				
EXCESS ASPHALT		1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%				
BITUMINOUS PATCHING		1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4 X	10	16
	0	1	2	5	8
	0-1%				
EDGE DETERIORATION		1-10%	10-30%	30-60%	>60%
		3 X	6	15	24
		2	4	10	16
	0	1	2	5 X	8
DRAINAGE					

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8 X	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [3]

From [ ] To [ ]

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [✓] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
89	18

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	6 X	15	24	Highly pitted/rough
		2	4	10 X	16	Some small hole/pit
	0	1	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 X	1	2	5	8	< 0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6 X	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : A

From _____ To _____

Riding Quality 1 ☐ 2 ☑ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 72,25 | DRAINAGE 15

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15 X	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 X	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 X	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/raveling
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
		1	3 X	6	12	
	0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERETE	POOR		VERYPOOR
		0	3	6 X		9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY		ALWAYS
		0	6 X	12		24

INVENTORY DATA FORM

Street name : _____ Section No. : _____

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 46 | DRAINAGE 12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic wawing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6 X	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 5

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 32 | DRAINAGE 15

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
	0	2	4	10	16	2,5 - 7,5 Cm.
	0-1%	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2	4	10	16	Some small hole/pit
	0-1%	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2	4	10	16	Spalled and tight
	0-1%	1	2	5 X	8	Hair line
PROFILE DISTORTION		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2 X	4	10	16	With cracking
	0-1%	1	2 X	5	8	Plastic weaving
BLOCK CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
	0	2	4	10	16	0,5 - 1 Cm. spalled
	0-1%	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
	0	2	4	10	16	0,5-2,5 spalled,half
	0-1%	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
	0	2	4	10	16	0,5-2,5 Cm spalled
	0-1%	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
	0	2	4	10	16	1,5 - 2,5 Cm.
	0-1%	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
	0	2	4	10	16	Wheel track smooth
	0-1%	1	2	5	8	Occas small patches
BITUMINOUS PATCHING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	2	4	10	16	Fair condition
	0-1%	1	2 X	5	8	Good condition
EDGE DETERIORATION		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0	2	4	10	16	Cracked edge jagged
		1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6 X	12	24	

BY: _____

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 [ ] 2 [X] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 24 | DRAINAGE 12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
	0	2	4	10	16	2,5 - 7,5 Cm.
	0-1%	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2	4	10	16	Some small hole/pit
	0-1%	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2	4	10	16	Spalled and tight
	0-1%	1	2 X	5	8	Hair line
PROFILE DISTORTION		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2 X	4	10	16	With cracking
	0-1%	1	2 X	5	8	Plastic heaving
BLOCK CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
	0	2	4	10	16	0,5 - 1 Cm. spalled
	0-1%	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
	0	2	4	10	16	0,5-2,5 spalled,half
	0-1%	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
	0	2	4	10	16	0,5-2,5 Cm spalled
	0-1%	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
	0	2	4	10	16	1,5 - 2,5 Cm.
	0-1%	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agar
	0	2	4	10	16	Wheel track smooth
	0-1%	1	2	5	8	Occas small patches
BITUMINOUS PATCHING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	2	4	10	16	Fair condition
	0-1%	1	2 X	5	8	Good condition
EDGE DETERIORATION		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0	2	4	10	16	Cracked edge jagged
		1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR		VERYPOOR
	0	3	6 X		9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY		ALWAYS
	0	6 X	12		24

INVENTORY DATA FORM

Street name : _____ Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 52,5 | DRAINAGE 12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled, full
		2	4	10	16	0,5-2,5 spalled, half
	0	1 X	2	5	8	<0,5Cm , sealed, part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6 X	12	24	

NAMA JALAN : PANJANG JIWO UTARA

RIDING QUALITY : 3

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

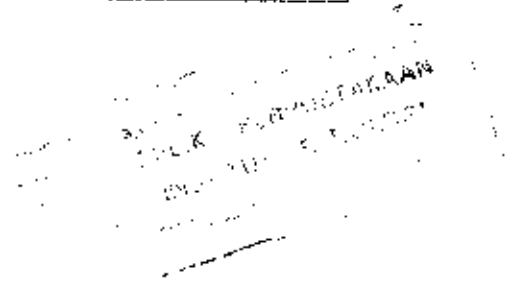
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20,75	X

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 X	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24



INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20,25	

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 X	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15 X	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [V] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
21	7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/plt
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [ ]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 38,75 | DRAINAGE [ ]

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10 X	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5 X	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 X	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>50%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : From _____ To _____ Section No. : 5

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
10.75	7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 X	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

REMARKS

NAMA JALAN : JAGIR WONOKROMO

RIDING QUALITY : 3 - 4

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [V] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
2.1	0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 X	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm, sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 X	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6 X	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

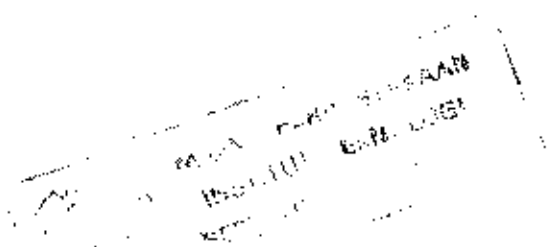
From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
19,75	16

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pi
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	0	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 X	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	8 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	6 X	12	24	



INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 23,75 — DRAINAGE: 12

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 X	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 X	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4 X	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

	GOOD	MODERETE	POOR	VERYPOOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3	6	9 X

	NEVER	RARELY	OCCASIONALLY	ALWAYS
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	0	6 X	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [4]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20	12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm, sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 X	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 15

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
17,75	12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 X	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6	9 X

OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

REMARKS

INVENTORY DATA FORM

Street name : _____ Section No. : 6

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 16,25 — DRAINAGE: 9

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 X	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [7]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [X] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
24	15

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 X	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 X	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

NOTES

INVENTORY DATA FORM

Street name : _____ Section No. : 8

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 32,5 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2 X	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 /	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10 X	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 9

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 11,25 | DRAINAGE 0

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic wavying
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10 X	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [10]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
22,75	15

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 X	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X

OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [11]

From [ ] To [ ]

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
21,75	1

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 X	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5 X	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER ARD DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [12]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [V] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [20,75] DRAINAGE [15]

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2	4	10	16	> 7,5 Cm. in depth
	0	1	2	5	8	2,5 - 7,5 Cm.
						<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5 X	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [12]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
-21,75	12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5 X	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 X	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 1A

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 12 | DRAINAGE: 1

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2	4	10	16	> 7,5 Cm. in depth
	0	1	2	5	8	2,5 - 7,5 Cm.
						<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm. , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4	10	16	Wheel track smooth
	0	1	2	5 X	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 5

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT ___ DRAINAGE ___

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

REMARKS

INVENTORY DATA FORM

Street name : _____ Section No. : 16

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12.75	12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 X	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 17

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [V] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
14,5	12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

F : _____

INVENTORY DATA FORM

Street name : _____ Section No. : 12

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 16,75 | DRAINAGE 12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5 X	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

Remarks

INVENTORY DATA FORM

Street name : [ ] Section No. : [19]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
22	12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4	10	16	Wheel track smooth
	0	1	2	5 X	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [20]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20,25	10

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✗	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✗	4	10	16	Spalled and tight
	0	1	2 ✗	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✗	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✗	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 ✗	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 ✗	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✗	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 ✗	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	8	12	24	

NOTE :

INVENTORY DATA FORM

Street name : _____ Section No. : 21

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
1,25	1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

NB:

INVENTORY DATA FORM

Street name : [ ] Section No. : [52]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [1/2] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 X	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 23

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

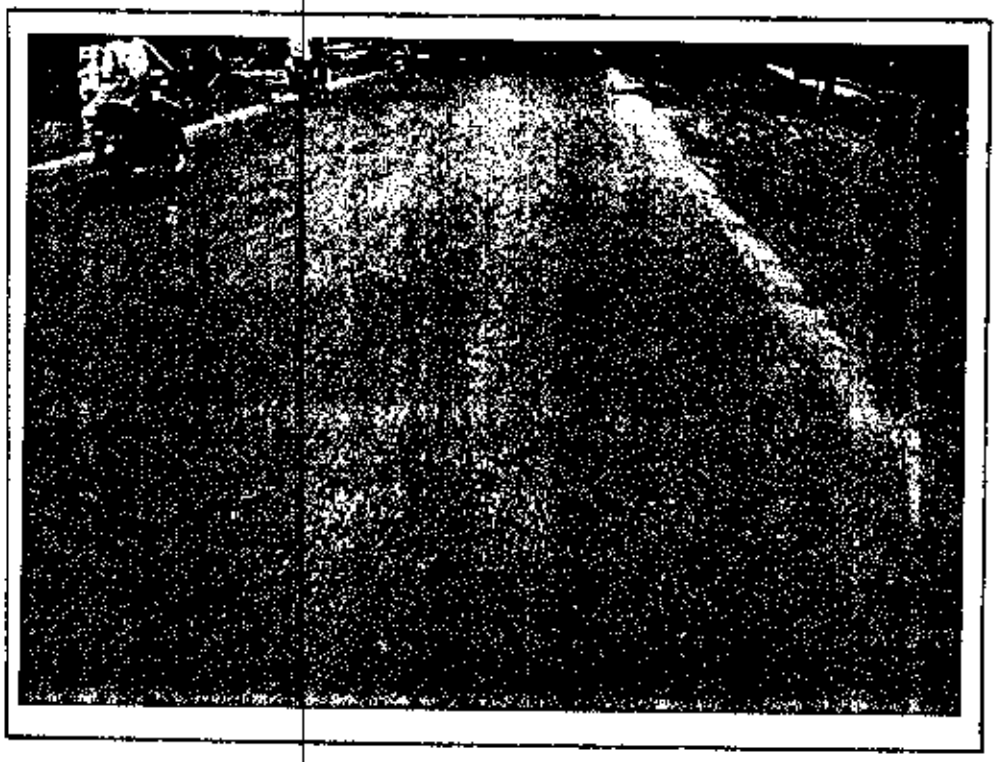
DISTRESS POINTS — PAVEMENT: 21,75 — DRAINAGE: 7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5 X	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6	9 X
OCCURANCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24



NAMA JALAN : JEMUR HANDAYANI

RIDING QUALITY : 1 – 3

INVENTORY DATA FORM

Street name : JALAN PAMPAYANG Section No. : 1

From _____ To _____

Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 9,25 | DRAINAGE [illegible]

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD		MODERETE	POOR	VERYPOOR
	0		3	6 X	9
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER		RARELY	OCCASIONALLY	ALWAYS
	0 X		6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 ☑ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 11.25 | DRAINAGE ✓

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✕	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✕	4	10	16	Spalled and tight
	0	1 ✕	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✕	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✕	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✕	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1.5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✕	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✕	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 ✕	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 ✕
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✕	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [v] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
2	0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 X	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : [ ] Section No. : [4]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
25,75	6

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 ✓	6	15	24	Spalled and loose
		2	4 ✓	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 ✓	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✓	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 ✓	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✓	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 ✓	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [9]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12	6

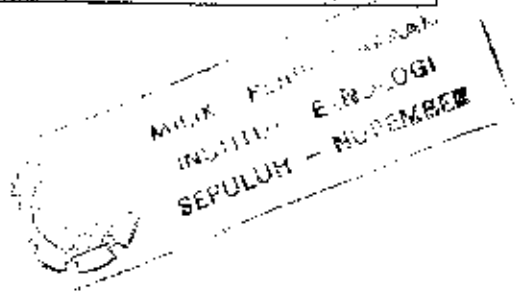
CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 ✓	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 ✓	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 ✓	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✓	6	12	24

N.A.



INVENTORY DATA FORM

Street name : [ ] Section No. : [6]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20,25	6

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4 X	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

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INVENTORY DATA FORM

Street name : [ ] Section No. : [7]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [V] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
28,25	6

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETR	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [V]
From ____ To ____
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
7,25	4

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✗	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✗	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✗	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✗	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✗	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 ✗	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	HARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From _____ To _____

Riding Quality 1 ☐ 2 ☑ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 13,25 | DRAINAGE 6

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR		VERYPOOR
	0	3	6 X		9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY		ALWAYS
	0 Y	6	12		24

INVENTORY DATA FORM

Street name : _____ Section No. : 10

From _____ To _____

Riding Quality 1 [ ] 2 [V] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
9,5	6

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic wavyling
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

REMARK :

INVENTORY DATA FORM

Street name : _____ Section No. : 11

From _____ To _____

Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 8, 25 | DRAINAGE 6

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 X	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 X	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

NOTE :

INVENTORY DATA FORM

Street name : _____ Section No. : 12

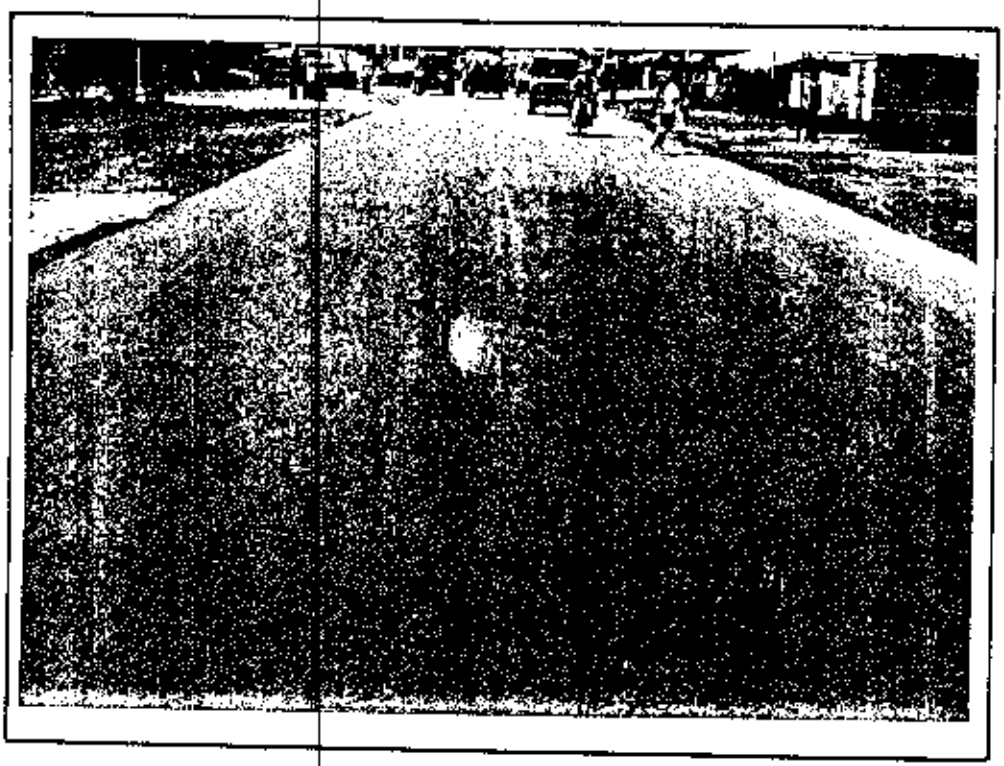
From _____ To _____

Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
6	7

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	



NAMA JALAN : KUTISART

RIDING QUALITY : 1

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
2	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0 X	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0.5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0 X	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	BARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS

PAVEMENT	DRAINAGE
2	1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0 X	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0 X	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	8 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : _____

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
2	9

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✗	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0 ✗	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 ✗	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ✗	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 ✗	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
2	9

CONDITION		EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		> 7,5 Cm. in depth
		2	4	10	16		2,5 - 7,5 Cm.
	0	1	2	5	8		<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Highly pitted/rough
		2	4	10	16		Some small holes/pit
	0	1 X	2	5	8		Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Spalled and loose
		2	4	10	16		Spalled and tight
	0 X	1	2	5	8		Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		With cracks & holes
		2	4	10	16		With cracking
	0	1	2	5	8		Plastic rapving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		> 1 Cm. , spalled
		2	4	10	16		0,5 - 1 Cm. spalled
	0	1	2	5	8		< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		>2,5Cm spalled,full
		2	4	10	16		0,5-2,5 spalled,half
	0 X	1	2	5	8		<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		>2,5 Cm. spalled
		2	4	10	16		0,5-2,5 Cm spalled
	0	1	2	5	8		<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		> 2,5 Cm. in depth
		2	4	10	16		1,5 - 2,5 Cm.
	0	1	2	5	8		1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Little visible aggr
		2	4	10	16		Wheel track smooth
	0	1	2	5	8		Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%		AREA
		3	6	15	24		Poor condition
		2	4	10	16		Fair condition
	0	1	2	5	8		Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%		LENGTH
		3	6	15	24		Edge loose/missing
		2	4	10	16		Cracked edge jagged
	0	1	2	5	8		Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [5]
From _____ To _____
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 4,25 | DRAINAGE 7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✗	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0 ✗	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 ✗	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✗	2	5	6	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 ✗	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	FAIRELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 6

From _____ To _____

Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
4	7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0 X	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 X	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1.5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
20,75	7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ×	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 ×	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ×	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled, full
		2	4	10	16	0,5-2,5 spalled, half
	0	1 ×	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ×	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1 ×	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ×	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ×	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6 ×	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ×	6	12	24	

NAMA JALAN : RUNGKUT MENANGGAL

RIDING QUALITY : 1 - 2

INVENTORY DATA FORM

Street name : KUNG KUT ARTERIAL DRAINAGE Section No. : 1
From _____ To _____
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
7	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
ROTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	18	1,5 - 2,5 Cm.
	0	1 ✗	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 ✗	Wheel track smooth
	0	1	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 ✗	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 ✗

OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✗	6	12	24

INVENTORY DATA FORM

Street name : [ ] Section No. : [1]
From _____ To _____
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
9	0

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0.5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ×	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 ×	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 ×	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9 ×
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ×	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
11	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ✓	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 ✗	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 ✓	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✗	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 1

From _____ To _____

Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
8	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✕	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✕	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 ✕	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✕	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 ✕	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✕	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
9	7

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2	4	10	16	> 7,5 Cm. in depth
	0	1	2	5	8	2,5 - 7,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	<2,5 Cm. in depth
RAVELING/WEATHERING		3	6	15	24	AREA
		2	4	10	16	Highly pitted/rough
	0	1	2	5	8	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING		3	6	15	24	AREA
		2	4	10	16	Spalled and loose
	0	1	2	5	8	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Hair line
PROFILE DISTORTION		3	6	15	24	AREA
		2	4	10	16	With cracks & holes
	0	1 ✗	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
BLOCK CRACKING		3	6	15	24	AREA
		2	4	10	16	> 1 Cm. , spalled
	0	1	2	5	8	0,5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		3	6	15	24	LENGTH
		2	4	10	16	>2,5Cm spalled,full
	0	1	2	5	8	0,5-2,5 spalled,half
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5Cm , sealed,part
LONGITUDINAL CRACKING		3	6	15	24	AREA
		2	4	10	16	>2,5 Cm. spalled
	0	1	2	5	8	0,5-2,5 Cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5 Cm. or sealed
RUTTING		3	6	15	24	LENGTH
		2	4	10	16	> 2,5 Cm. in depth
	0	1	2 ✗	5	8	1,5 - 2,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1,5 Cm in depth
EXCESS ASPHALT		3	6	15	24	AREA
		2	4	10	16 ✗	Little visible aggr
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Occas small patches
BITUMINOUS PATCHING		3	6	15	24	AREA
		2	4	10	16	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION		3	6	15	24	LENGTH
		2	4	10	16	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
						Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✗	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 ✗	
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : ✓

From _____ To _____

Riding Quality 1 ☐ 2 ✓ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
11	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✕	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ✕	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 ✕	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✕	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 ✕	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✕	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [7]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [8] DRAINAGE [9]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 X	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 X	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/pitting
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 <	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 ✓	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
8	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✗	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 ✗	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✗	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 ✗	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [9]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
9	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor long
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 ✗	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm., sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✗	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16 ✗	Wheel track smooth
	0	1	2	5	8	Occas. small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✗	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 ✗	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 70

From _____ To _____

Riding Quality 1 [✓] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12,5	7

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 X	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 X	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 X	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 11

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
9,5	9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✗	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10 ✗	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✗	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 12

From _____ To _____

Riding Quality 1 ☑ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
5,75	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,6 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0 ☒	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ☒	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 ☒	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 ☒	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ☒	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6	9 ☒	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ☒	6	12	24	

NAMA JALAN : RAYA RUNGKUT

RIDING QUALITY : 1

INVENTORY DATA FORM

Street name : PAKA KUNGKUT Section No. : 1

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12,75	.3

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
RAVELING/WEATHERING		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic weaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm , sealed,part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✓	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✓	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ✓	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 ✓	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [2.]
From [ ] To [ ]
Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [13,75] DRAINAGE [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 X	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
DRAINAGE	0	1	2 X	5	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : _____

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 18,5 | DRAINAGE ___

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
	0	2	4	10	16	2,5 - 7,5 Cm.
	0-1%	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2	4	10	16	Some small hole/pit
	0-1%	1	2 ✗	5	8	Minor loss
ALLIGATOR CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2	4	10	16	Spalled and tight
	0-1%	1 ✗	2	5	8	Hair line
PROFILE DISTORTION		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2 ✗	4	10	16	With cracking
	0-1%	1 ✗	2	5	8	Plastic wowving
BLOCK CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
	0	2	4	10	16	0,5 - 1 Cm. spalled
	0-1%	1 ✗	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
	0	2	4	10	16	0,5-2,5 spalled,half
	0-1%	1 ✗	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
	0	2	4	10	16	0,5-2,5 Cm spalled
	0-1%	1 ✗	2	5	8	<0,5 Cm. or sealed
RUTTING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
	0	2	4	10	16	1,5 - 2,5 Cm.
	0-1%	1	2 ✗	5	8	1,5 Cm in depth
EXCESS ASPHALT		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
	0	2	4	10	16	Wheel track smooth
	0-1%	1	2	5	8	Occas small patches
BITUMINOUS PATCHING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	2 ✗	4	10	16	Fair condition
	0-1%	1	2 ✗	5	8	Good condition
EDGE DETERIORATION		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0	2	4	10	16	Cracked edge jagged
		1	2 ✗	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ✗	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 ✗	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS

PAVEMENT	DRAINAGE
10,75	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0 X	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 X	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 X	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 5

From _____ To _____

Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 12,5 — DRAINAGE: 0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 [X]	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 [X]	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 [X]	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 [X]	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 [X]	4	10	16	0,5-2,5 Cm spalled
	0	1	2 [X]	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 [X]	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 [X]	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 [X]	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [6]
From _____ To _____
Riding Quality 1 [v] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
15,9	12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0.5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 X	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
11,5	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNURDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	8	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 8

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
9,75	

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [9]
From ____ To ____
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
7,25	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0 X	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 X	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 10

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 10,25 | DRAINAGE 12

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0 X	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 X	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 1

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
11,5	12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 ✓	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ✓	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6	9 ✓	
OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12	10

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
0,25	0

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 ✓	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm, spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
ROTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm. in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jointed
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✓	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 ✓	
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : [ ] Section No. : [V]
From _____ To _____
Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 13,5 | DRAINAGE

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic wavin
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 X	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 15

From _____ To _____

Riding Quality 1 [√] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
26,5	

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 √	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5 X	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 X	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/mioning
		2	4	10	16	Cracked edge jagged
	0	1	2 \	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 \	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 \	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 6

From _____ To _____

Riding Quality 1 ☑ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 5,75 | DRAINAGE 9

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 57

From _____ To _____

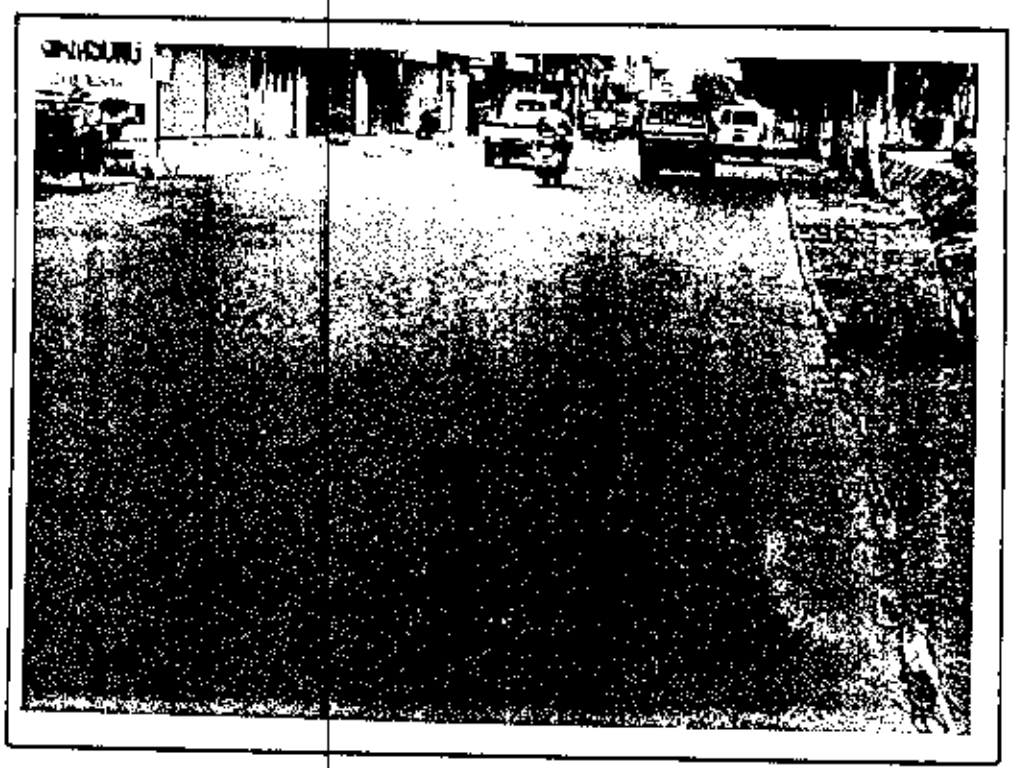
Riding Quality 1 √ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS

PAVEMENT	DRAINAGE
12	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic wawing
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Some small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	



NAMA JALAN : KERTAJAYA SELATAN

RIDING QUALITY : 1 - 3

INVENTORY DATA FORM

Street name : KETAPANG From KETAPANG To Section No. : 1

Riding Quality 1 ✓ 2 3 4 5

DISTRESS POINTS — PAVEMENT: 1 | DRAINAGE: 0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 ✓	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✓	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0 ✓	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✓	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
1,5	

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✓	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETH	POOR	VERYPOOR	
	0 ✓	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	8	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 3

From _____ To _____

Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 9,75 | DRAINAGE

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0 ×	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ×	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : _____

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

CONDITION		EXTENT				SEVERITY	DISTRESS POINTS PAVEMENT	DISTRESS POINTS DRAINAGE
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	> 7,5 Cm. in depth		
		2	4	10	16	2,5 - 7,5 Cm.		
	0	1	2	5	8	<2,5 Cm. in depth		
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Highly pitted/rough		
		2	4	10	16	Some small hole/pit		
	0	1	2	5	8	Minor lose		
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Spalled and loose		
		2	4	10	16	Spalled and tight		
	0	1	2	5	8	Hair line		
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	With cracks & holes		
		2	4	10	16	With cracking		
	0	1	2	5	8	Plastic weaving		
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	> 1 Cm. , spalled		
		2	4	10	16	0,5 - 1 Cm. spalled		
	0	1	2	5	8	< 0,5 Cm. or sealed		
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH		
		3	6	15	24	>2,5Cm spalled,full		
		2	4	10	16	0,5-2,5 spalled,half		
	0	1	2	5	8	<0,5Cm , sealed,part		
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	>2,5 Cm. spalled		
		2	4	10	16	0,5-2,5 Cm spalled		
	0	1	2	5	8	<0,5 Cm. or sealed		
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH		
		3	6	15	24	> 2,5 Cm. in depth		
		2	4	10	16	1,5 - 2,5 Cm.		
	0	1	2	5	8	1,5 Cm in depth		
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Little visible aggr		
		2	4	10	16	Wheel track smooth		
	0	1	2 x	5	8	Ocean small patches		
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA		
		3	6	15	24	Poor condition		
		2	4	10	16	Fair condition		
	0	1	2	5	8	Good condition		
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH		
		3	6	15	24	Edge loose/missing		
		2	4	10	16	Cracked edge jagged		
	0	1	2	5	8	Cracked edge intact		

DRAINAGE						
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface	
	1	3	6	12		
	0 x	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR		
	0 x	3	6	9		
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS		
	0 x	6	12	24		

INVENTORY DATA FORM

Street name : [ ] Section No. : [2]
From ____ To ____
Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
1,2	4

CONDITION	EXTENT				SEVERITY
POTHOLES	0-10%	10-30%	30-60%	>60%	AREA
NONE	3	6	15	24	> 7,5 Cm. in depth
0	2	4	10	16	2,5 - 7,5 Cm.
0-1%	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	1-10%	10-30%	30-60%	>60%	AREA
	3	6	15	24	Highly pitted/rough
	2	4	10	16	Some small hole/pit
0	1	2	5	8	Minor loss
0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING	3	6	15	24	Spalled and loose
	2	4	10	16	Spalled and tight
0	1	2	5	8	Hair line
0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION	3	6	15	24	With cracks & holes
	2	4	10	16	With cracking
0	1	2	5	8	Plastic weaving
0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING	3	6	15	24	> 1 Cm. , spalled
	2	4	10	16	0,5 - 1 Cm. spalled
0	1	2	5	8	< 0,5 Cm. or sealed
0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING	3	6	15	24	>2,5Cm spalled,full
	2	4	10	16	0,5-2,5 spalled,half
0	1 ✓	2	5	8	<0,5Cm , sealed,part
0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING	3	6	15	24	>2,5 Cm. spalled
	2	4	10	16	0,5-2,5 Cm spalled
0	1	2	5	8	<0,5 Cm. or sealed
0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING	3	6	15	24	> 2,5 Cm. in depth
	2	4	10	16	1,5 - 2,5 Cm.
0	1	2	5	8	1,5 Cm in depth
0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT	3	6	15	24	Little visible aggr
	2	4	10	16	Wheel track smooth
0	1	2 ✓	5	8	Occas small patches
0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING	3	6	15	24	Poor condition
	2	4	10	16	Fair condition
0	1	2	5	8	Good condition
0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION	3	6	15	24	Edge loose/missing
	2	4	10	16	Cracked edge jagged
0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 ✓	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 ✓	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0	8	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 6

From _____ To _____

Riding Quality 1 [x] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 4,5 | DRAINAGE

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 X	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5 X	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 x	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 v	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 x	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 7

From _____ To _____

Riding Quality 1 [v] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
5,5	1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0 [x]	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 [x]	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 [x]	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 [x]	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 [x]	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	0	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 [x]	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0 [x]	3	8	9

OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 [x]	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [V] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
1.75	1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 X	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
17,25	1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 ✓	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✓	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 ✓	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✓	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0 ✓	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : From _____ To _____ Section No. : 12

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
30,75	1

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2	4	10	16	> 7,5 Cm. in depth
	0	1	2	5	8	2,5 - 7,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	<2,5 Cm. in depth
RAVELING/WEATHERING		3	6	15	24	AREA
		2	4	10	16	Highly pitted/rough
	0	1	2	5	8	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING		3	6	15	24	AREA
		2	4	10	16	Spalled and loose
	0	1	2 X	5	8	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Hair line
PROFILE DISTORTION		3	6	15	24	AREA
		2	4	10 X	16	With cracks & holes
	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
BLOCK CRACKING		3	6	15	24	AREA
		2	4	10	16	> 1 Cm. spalled
	0	1	2 X	5	8	0,5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		3	6	15	24	LENGTH
		2	4	10	16	>2,5Cm spalled,full
	0	1 X	2	5	8	0,5-2,5 spalled,half
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5Cm sealed,part
LONGITUDINAL CRACKING		3	6	15	24	AREA
		2	4	10	16	>2,5 Cm. spalled
	0	1 X	2	5	8	0,5-2,5 Cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5 Cm. or sealed
RUTTING		3	6	15	24	LENGTH
		2	4	10	16	> 2,5 Cm. in depth
	0	1 X	2	5	8	1,5 - 2,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1,5 Cm in depth
EXCESS ASPHALT		3	6	15	24	AREA
		2	4	10	16	Little visible aggr
	0	1	2 X	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Occas small patches
BITUMINOUS PATCHING		3	6	15	24	AREA
		2	4	10	16	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION		3	6	15	24	LENGTH
		2	4	10	16	Edge loose/missing
	0	1	2	5 X	8	Cracked edge jagged
DRAINAGE						Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR
	0 X	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 15

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
15,5	1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✗	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✗	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✗	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✗	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✗	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✗	5	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0 ✗	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✗	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 12.
From _____ To _____
Riding Quality 1 ☐ 2 ☑ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
6	0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✕	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✕	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✕	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✕	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 ✕	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✕	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 ✕	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✕	6	12	24	

NAMA JALAN : KERTAJAYA UTARA

RIDTNG QUALITY : 1 - 2

INVENTORY DATA FORM

Street name : [illegible] JUNCTION Section No. : 1

From [illegible] To

Riding Quality 1 [ ] 2 [V] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 7.5 | DRAINAGE 0

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 X	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
7,5	1

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2	4	10	16	> 7,5 Cm. in depth
	0	1	2	5	8	2,5 - 7,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	<2,5 Cm. in depth
RAVELING/WEATHERING		3	6	15	24	AREA
		2	4	10	16	Highly pitted/rough
	0	1	2	5	8	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING		3	6	15	24	AREA
		2	4	10	16	Spalled and loose
	0	1	2	5	8	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Hair line
PROFILE DISTORTION		3	6	15	24	AREA
		2 ✗	4	10	16	With cracks & holes
	0	1	2	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
BLOCK CRACKING		3	6	15	24	AREA
		2	4	10	16	> 1 Cm. , spalled
	0	1	2 ✗	5	8	0,5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		3	6	15	24	LENGTH
		2	4	10	16	>2,5Cm spalled,full
	0	1 ✗	2	5	8	0,5-2,5 spalled,half
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5Cm , sealed,part
LONGITUDINAL CRACKING		3	6	15	24	AREA
		2	4	10	16	>2,5 Cm. spalled
	0	1	2	5	8	0,5-2,5 Cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5 Cm. or sealed
RUTTING		3	6	15	24	LENGTH
		2	4	10	16	> 2,5 Cm. in depth
	0	1	2	5	8	1,5 - 2,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1,5 Cm in depth
EXCESS ASPHALT		3	6	15	24	AREA
		2	4	10	16	Little visible aggr
	0	1	2 ✗	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Occas small patches
BITUMINOUS PATCHING		3	6	15	24	AREA
		2	4	10	16	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION		3	6	15	24	LENGTH
		2	4	10	16	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
DRAINAGE						Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 ✗	3 ✗	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 3

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
9,5	1

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✓	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0 ✓	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✓	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 ✓	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS

PAVEMENT	DRAINAGE
9,25	1

CONDITION	NONE	0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2	4	10	16	> 7,5 Cm. in depth
	0	1	2	5	8	2,5 - 7,5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	<2,5 Cm. in depth
		3	6	15	24	AREA
		2	4	10	16	Highly pitted/rough
	0	1	2	5	8	Some small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
		3	6	15	24	AREA
		2	4	10	16	Spalled and loose
	0	1 X	2	5	8	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	Hair line
		3	6	15	24	AREA
		2 X	4	10	16	With cracks & holes
	0	1	2	5	8	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
		3	6	15	24	AREA
		2	4	10	16	> 1 Cm. , spalled
	0	1	2 X	5	8	0,5 - 1 Cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	< 0,5 Cm. or sealed
		3	6	15	24	LENGTH
		2	4	10	16	>2,5Cm spalled,full
	0	1 X	2	5	8	0,5-2,5 spalled,half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	<0,5Cm , sealed,part
		3	6	15	24	AREA
		2	4	10	16	>2,5 Cm. spalled
	0	1	2	5	8	0,5-2,5 Cm spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	<0,5 Cm. or sealed
		3	6	15	24	LENGTH
		2	4	10	16	> 2,5 Cm. in depth
	0	1	2	5	8	1,5 - 2,5 Cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	1,5 Cm in depth
		3	6	15	24	AREA
		2	4	10	16	Little visible aggr
	0	1 X	2	5	8	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	Occas small patches
		3	6	15	24	AREA
		2	4	10	16	Poor condition
	0 X	1	2	5	8	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
		3	6	15	24	LENGTH
		2	4	10	16	Edge loose/missing
	0	1	2	5	8	Cracked edge jagged
DRAINAGE						Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0 X	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 5

From _____ To _____

Riding Quality 1 [ ] 2 [V] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
3,25	6

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 X	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 4

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 4.5 — DRAINAGE: ✓

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ×	2	5	6	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ×	2	5	6	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	6	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	6	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ×	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ×	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 ×	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ×	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 1

From _____ To _____

Riding Quality 1 [v] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 4,25 | DRAINAGE 0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0 X	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 2

From _____ To _____

Riding Quality 1 ☐ 2 ☑ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
5,25	0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 X	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 X	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : _____

From _____ To _____

Riding Quality 1 [✓] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
5,25	0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✓	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 ✓	3	8	8	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : _____ Section No. : 10

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
2,5	0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✗	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✗	5 ✗	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✗	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✗	2	6	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 ✗	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✗	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✗	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0 ✗	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✗	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 11

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
13.	0

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 X	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	6	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0 X	3	6	9

OCCURENCE OF INNONDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : _____ Section No. : 12

From _____ To _____

Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
2,7	0

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0 X	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 X	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

LAMPIRAN B

DATA INVENTARISASI KERUSAKAN JALAN PANJANG SEKSI 500 METER

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From ISLAMPUR To [illegible]

Riding Quality 1 ☐ 2 ☐ 3 ☐ 4 ☑ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
41,5	4

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2 X	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4 X	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

RP.

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [X] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
43,25	4

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 X	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 3

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 39,25 | DRAINAGE: 4

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3 X	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [illegible] Section No. : [ ]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [✓] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
57	6

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
RAVELING/WEATHERING		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
ALLIGATOR CRACKING		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
PROFILE DISTORTION		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
BLOCK CRACKING		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
TRANSVERSE CRACKING		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
LONGITUDINAL CRACKING		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
RUTTING		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
EXCESS ASPHALT		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
BITUMINOUS PATCHING		3	6	15	24
		2	4	10	16
	0	1	2	5	8
	0-1%	1-10%	10-30%	30-60%	>60%
EDGE DETERIORATION		3	6	15	24
		2	4	10	16
	0	1	2	5	8

SEVERITY
AREA
> 7,5 Cm. in depth
2,5 - 7,5 Cm.
<2,5 Cm. in depth
AREA
Highly pitted/rough
Some small hole/pit
Minor loss
AREA
Spalled and loose
Spalled and tight
Hair line
AREA
With cracks & holes
With cracking
Plastic weaving
AREA
> 1 Cm. , spalled
0,5 - 1 Cm. spalled
< 0,5 Cm. or sealed
LENGTH
>2,5Cm spalled,full
0,5-2,5 spalled,half
<0,5Cm , sealed,part
AREA
>2,5 Cm. spalled
0,5-2,5 Cm spalled
<0,5 Cm. or sealed
LENGTH
> 2,5 Cm. in depth
1,5 - 2,5 Cm.
1,5 Cm in depth
AREA
Little visible aggr
Wheel track smooth
Occas small patches
AREA
Poor condition
Fair condition
Good condition
LENGTH
Edge loose/missing
Cracked edge jagged
Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ✕	6	12	
0	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3 ✕	6	9
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✕	6	12	24

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 55,75 | DRAINAGE 7

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 X	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 X	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact
DRAINAGE						
PAVEMENT SURFACE RETENTION		<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	0	1 X	3	6	12	Water may drain easily from pavement surface
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH		GOOD	MODERETE	POOR		VERYPOOR
		0	3	6 X		9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN		NEVER	RARELY	OCCASIONALLY		ALWAYS
		0 X	6	12		24

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 22,25 | DRAINAGE 7

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2 X	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
11,75	5

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
	0	2	4	10	16	2,5 - 7,5 Cm.
	0-1%	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0 X	1	2	5	8	Hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5 X	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	8	12	24	

INVENTORY DATA FORM

Street name : MANNAR From [illegible] To Section No. : 2

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 17 — DRAINAGE: 4

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 X	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From [illegible] To [illegible]

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 50,75 — DRAINAGE: 0

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2

From _____ To _____

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
13,5	0

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pi
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2 X	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 X	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 X	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 4

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
92	17

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6 X	15	24	Spalled and loose
		2	4	10 X	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4	10 X	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4 X	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5 X	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : PANAGEJOS — From GRAJAS — To — Section No. : 1

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: 6.5 — DRAINAGE: 9

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1	2 X	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : [illegible]
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [X] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [illegible] DRAINAGE [illegible]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2 X	5	8	Plastic heaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2 X	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 22,25 | DRAINAGE [illegible]

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✗	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✗	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✗	4	10	16	With cracking
	0	1	2 ✗	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,6 - 1 Cm. spalled
	0	1 ✗	2	5	8	< 0,6 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✗	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 ✗	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible wear
		2	4	10	16	Wheel track smooth
	0	1	2 ✗	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 ✗	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✗	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ✗	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9 ✗

OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✗	6	12	24

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS — PAVEMENT: [illegible] DRAINAGE: 15

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5 X	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2 X	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 X	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 24,25 — DRAINAGE: [ ]

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✓	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5 ✓	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✓	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 ✓	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✓	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✓	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 ✓	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3	6	9 ✓	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✓	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 7

From [illegible] To

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 23/5 — DRAINAGE: 12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✗	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 ✗	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✗	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✗	4	10	16	With cracking
	0	1	2 ✗	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✗	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✗	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1 ✗	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✗	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 ✗	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 ✗	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✗	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 ✗	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 ✗	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 7
From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 22,75 | DRAINAGE 6

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 ✓	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2 ✓	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 ✓	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1 ✓	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 ✓	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✓	1	2	5	8	<0,5 Cm. or sealed
RUTTING.	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✓	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 ✓	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✓	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 ✓	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✓	6	12	24

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2
From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 12,75 | DRAINAGE 6

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 X	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 X	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6 X	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 4

From _____ To _____

Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
2	4

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
	0	2	4	10	16	2,5 - 7,5 Cm.
	0-1%	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2	4	10	16	Some small hole/pit
	0-1%	1	2	5	8	Minor loss
ALLIGATOR CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2	4	10	16	Spalled and tight
	0-1%	1 X	2	5	8	Hair line
PROFILE DISTORTION		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	16	With cracking
	0-1%	1	2	5	8	Plastic weaving
BLOCK CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
	0	2	4	10	16	0,5 - 1 Cm. spalled
	0-1%	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
	0 X	2	4	10	16	0,5-2,5 spalled,half
	0-1%	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
	0 X	2	4	10	16	0,5-2,5 Cm spalled
	0-1%	1	2	5	8	<0,5 Cm. or sealed
RUTTING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
	0	2	4	10	16	1,5 - 2,5 Cm.
	0-1%	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
	0	2	4	10	16	Wheel track smooth
	0-1%	1	2	5	8	Occas small patches
BITUMINOUS PATCHING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	2	4	10	16	Fair condition
	0-1%	1	2	5	8	Good condition
EDGE DETERIORATION		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
	0 X	2	4	10	16	Cracked edge jagged
DRAINAGE		1	2	5	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
0	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
10	9

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm, or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ✗	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16 ✗	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 ✗	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR
	0	3	6	9 ✗

OCCURANCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✗	6	12	24

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [✓] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
7	2

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1 X	2	5	8
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2 X	5	8
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16 X
	0	1	2	5	8
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0 X	1	2	5	8

SEVERITY
AREA
> 7,5 Cm. in depth
2,5 - 7,5 Cm.
<2,5 Cm. in depth
AREA
Highly pitted/rough
Some small hole/pit
Minor loss
AREA
Spalled and loose
Spalled and tight
Hair line
AREA
With cracks & holes
With cracking
Plastic weaving
AREA
> 1 Cm. , spalled
0,5 - 1 Cm. spalled
< 0,5 Cm. or sealed
LENGTH
>2,5Cm spalled,full
0,5-2,5 spalled,half
<0,5Cm , sealed,part
AREA
>2,5 Cm. spalled
0,5-2,5 Cm spalled
<0,5 Cm. or sealed
LENGTH
> 2,5 Cm. in depth
1,5 - 2,5 Cm.
1,5 Cm in depth
AREA
Little visible aggr
Wheel track smooth
Occas small patches
AREA
Poor condition
Fair condition
Good condition
LENGTH
Edge loose/missing
Cracked edge jagged
Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 X	Water may drain easily from pavement surface				
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURRENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [V] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 14 | DRAINAGE: 12

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : LAVA PUMPKIN Section No. : 2

From _____ To _____

Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 11.75 | DRAINAGE 12.

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
	0	2	4	10	16	2,5 - 7,5 Cm.
	0-1%	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
	0	2	4	10	16	Some small hole/pit
	0-1%	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
	0	2	4	10	16	Spalled and tight
	0-1%	1 X	2	5	8	Hair line
PROFILE DISTORTION		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
	0	2	4	10	16	With cracking
	0-1%	1 X	2	5	8	Plastic weaving
BLOCK CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
	0	2	4	10	16	0,5 - 1 Cm. spalled
	0-1%	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
	0 X	2	4	10	16	0,5-2,5 spalled,half
	0-1%	1	2	5	8	<0,5Cm sealed,part
LONGITUDINAL CRACKING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
	0	2	4	10	16	0,5-2,5 Cm spalled
	0-1%	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING		1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
	0	2	4	10	16	1,5 - 2,5 Cm.
	0-1%	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
	0	2	4	10	16	Wheel track smooth
	0-1%	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
	0	2 X	4	10	16	Fair condition
	0-1%	1	2	5	8	Good condition
EDGE DETERIORATION		1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
	0	2	4	10	16	Cracked edge jagged
		1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : PAPA PUNGAT Section No. : 4

From _____ To _____

Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 6.25 | DRAINAGE: 12

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2 X	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5 X	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 X	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : KAMPUNG MELAYU Section No. : 1

From _____ To _____

Riding Quality 1 [✓] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 1.5 | DRAINAGE 0

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 [×]	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 [×]	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 [×]	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 [×]	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 [×]	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 [×]	3	6	9	
OCCURENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 [×]	6	12	24	

ket :

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
22,75	7

CONDITION	NONE	EXTENT 0-10%	10-30%	30-60%	>60%	SEVERITY
POTHOLES		3	6	15	24	AREA
		2	4	10	16	> 7,5 Cm. in depth
	0	1	2	5	8	2,5 - 7,5 Cm.
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	<2,5 Cm. in depth
		3	6	15	24	AREA
		2	4	10	16	Highly pitted/rough
	0	1	2	5	8	Some small hole/pit
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
		3	6	15	24	AREA
		2	4	10	16	Spalled and loose
	0	1	2 X	5	8	Spalled and tight
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	Hair line
		3	6	15	24	AREA
		2	4	10 X	16	With cracks & holes
	0	1	2	5	8	With cracking
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
		3	6	15	24	AREA
		2	4	10	16	> 1 Cm. , spalled
	0	1 X	2	5	8	0,5 - 1 Cm. spalled
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	< 0,5 Cm. or sealed
		3	6	15	24	LENGTH
		2	4	10	16	>2,5Cm spalled,full
	0	1 X	2	5	8	0,5-2,5 spalled,half
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	<0,5Cm , sealed,part
		3	6	15	24	AREA
		2	4	10	16	>2,5 Cm. spalled
	0	1 X	2	5	8	0,5-2,5 Cm spalled
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	<0,5 Cm. or sealed
		3	6	15	24	LENGTH
		2	4	10	16	> 2,5 Cm. in depth
	0	1 X	2	5	8	1,5 - 2,5 Cm.
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	1,5 Cm in depth
		3	6	15	24	AREA
		2	4	10	16	Little visible aggr
	0	1 X	2	5	8	Wheel track smooth
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	Occas small patches
		3	6	15	24	AREA
		2	4	10	16	Poor condition
	0	1	2	5	8	Fair condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
		3	6	15	24	LENGTH
		2	4	10	16	Edge loose/missing
	0	1	2 X	5	8	Cracked edge jagged
DRAINAGE						Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT [illegible] DRAINAGE [illegible]

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
	0	2	4	10	16	2,5 - 7,5 Cm.
	0-1%	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING		1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
ALLIGATOR CRACKING		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✓	2	5	8	Hair line
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
PROFILE DISTORTION		3	6	15	24	With cracks & holes
		2 ✓	4	10	16	With cracking
	0	1	2	5	8	Plastic weaving
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BLOCK CRACKING		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✓	2	5	8	< 0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
TRANSVERSE CRACKING		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✓	2	5	8	<0,5Cm , sealed,part
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
LONGITUDINAL CRACKING		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
RUTTING		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
EXCESS ASPHALT		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 ✓	5	8	Occas small patches
	0-1%	1-10%	10-30%	30-60%	>60%	AREA
BITUMINOUS PATCHING		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0 ✓	1	2	5	8	Good condition
	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
EDGE DETERIORATION		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✓	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0 ✓	3	6	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 ✓	6	12	24

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2
From [illegible] To [illegible]

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 9,5 | DRAINAGE 1

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 ✗	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2 ✗	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 ✗	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr.
		2	4	10	16	Wheel track smooth
	0	1 ✗	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 ✗	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 ✗	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

LAMPIRAN C

DATA INVENTARISASI KERUSAKAN JALAN PANJANG SEKSI 1000 METER

INVENTORY DATA FORM

Street name : ABDUL HALIM
From [illegible] To [illegible] Section No. : 1

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 12,25 | DRAINAGE 4

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled, full
		2	4	10	16	0,5-2,5 spalled, half
	0	1 X	2	5	8	<0,5Cm , sealed, part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6 X	15	24	Edge loose/missing
		2	4 X	10	16	Cracked edge jagged
	0	1	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERY POOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

Kec. [illegible]

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2
From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
67,5	6

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm., spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm, sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

	GOOD	MODERETE	POOR	VERY POOR
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	0	3 X	6	9
	NEVER	RARELY	OCCASIONALLY	ALWAYS
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	0 X	6	12	24

INVENTORY DATA FORM

Street name : [redacted] Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 64 | DRAINAGE 9

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	
		3 X	6	15	24	AREA
		2 X	4	10	16	> 7,5 Cm. in depth
	0	1 X	2	5	8	2,5 - 7,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	<2,5 Cm. in depth
RAVELING/WEATHERING		3	6	15	24	AREA
		2 X	4	10	16	Highly pitted/rough
	0	1 X	2	5	8	Some small hole/pit
	0-1%	1-10%	10-30%	30-60%	>60%	Minor loss
ALLIGATOR CRACKING		3	6	15	24	AREA
		2 X	4	10	16	Spalled and loose
	0	1 X	2	5	8	Spalled and tight
	0-1%	1-10%	10-30%	30-60%	>60%	Hair line
PROFILE DISTORTION		3	6	15	24	AREA
		2 X	4	10	16	With cracks & holes
	0	1	2 X	5	8	With cracking
	0-1%	1-10%	10-30%	30-60%	>60%	Plastic weaving
BLOCK CRACKING		3	6	15	24	AREA
		2	4	10	16	> 1 Cm. , spalled
	0	1 X	2	5	8	0,5 - 1 Cm. spalled
	0-1%	1-10%	10-30%	30-60%	>60%	< 0,5 Cm. or sealed
TRANSVERSE CRACKING		3	6	15	24	LENGTH
		2 X	4	10	16	>2,5Cm spalled,full
	0	1	2 X	5	8	0,5-2,5 spalled,half
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5Cm , sealed,part
LONGITUDINAL CRACKING		3	6	15	24	AREA
		2	4	10	16	>2,5 Cm. spalled
	0	1 X	2	5	8	0,5-2,5 Cm spalled
	0-1%	1-10%	10-30%	30-60%	>60%	<0,5 Cm. or sealed
RUTTING		3	6	15	24	LENGTH
		2	4	10	16	> 2,5 Cm. in depth
	0	1 X	2	5	8	1,5 - 2,5 Cm.
	0-1%	1-10%	10-30%	30-60%	>60%	1,5 Cm in depth
EXCESS ASPHALT		3	6	15	24	AREA
		2	4	10	16	Little visible aggr
	0	1	2	5	8	Wheel track smooth
	0-1%	1-10%	10-30%	30-60%	>60%	Occas small patches
BITUMINOUS PATCHING		3	6	15	24	AREA
		2 X	4	10	16	Poor condition
	0	1	2	5	8	Fair condition
	0-1%	1-10%	10-30%	30-60%	>60%	Good condition
EDGE DETERIORATION		3	6	15	24	LENGTH
		2	4	10	16	Edge loose/missing
	0	1	2 X	5	8	Cracked edge jagged
DRAINAGE						Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6 X	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

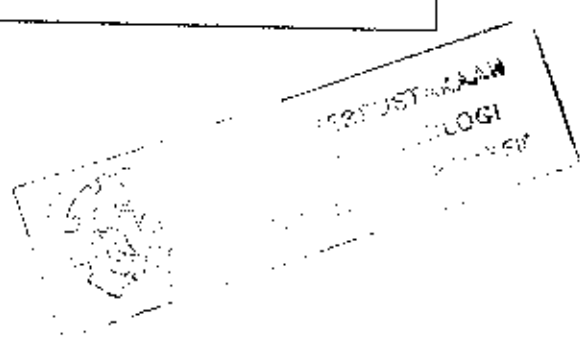
Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
17	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24



INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [ ] 4 [✓] 5 [ ]

DISTRESS POINTS — PAVEMENT: 27,5 — DRAINAGE: 6

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	> 7,5 Cm. in depth
		2 X	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Highly pitted/rough
		2	4 X	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	With cracks & holes
		2	4 X	10	16	With cracking
	0	1	2 X	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2 X	4	10	16	1,5 - 2,5 Cm.
	0	1 X	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1	2 X	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	≤10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3 X	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

NOTE :

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1
From _____ To _____
Riding Quality 1 [ ] 2 [ ] 3 [√] 4 [ ] 5 [ ]

DISTRESS POINTS: PAVEMENT 92,5 | DRAINAGE ½

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2 X	4	10	16	Some small hole/pit
	0	1	2 X	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3 X	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5 X	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4 X	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible agg.
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Ocean small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1 X	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2 X	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3 X	6	12	
	0	Water may drain easily from pavement surface			

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6	9 X
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

INVENTORY DATA FORM

Street name : [illegible] Section No. : 2

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
30,25	15

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1 X	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2 X	4	10	16	With cracking
	0	1	2	5 X	8	Plantic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm. sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2 X	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2 X	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6 X	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

REMARKS :

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 ☐ 2 ☐ 3 ☑ 4 ☐ 5 ☐

DISTRESS POINTS: PAVEMENT 20,5 | DRAINAGE 6

CONDITION	EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1 X	2	5	8
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1 X	2	5	8
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2 X	4	10	16
	0	1 X	2	5	8
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2 X	4	10	16
	0	1 X	2	5	8
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0 X	1	2	5	8
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0 X	1	2	5	8
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0 X	1	2	5	8
ROTTING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0 X	1	2	5	8
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1 X	2	5	8
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1 X	2	5	8
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%
		3	6	15	24
		2	4	10	16
	0	1	2	5	8
DRAINAGE					

AREA
> 7,5 Cm. in depth
2,5 - 7,5 Cm.
<2,5 Cm. in depth

AREA
Highly pitted/rough
Some small hole/pit
Minor loss

AREA
Spalled and loose
Spalled and tight
Hair line

AREA
With cracks & holes
With cracking
Plastic weaving

AREA
> 1 Cm. , spalled
0,5 - 1 Cm. spalled
< 0,5 Cm. or sealed

LENGTH
>2,5Cm spalled, full
0,5-2,5 spalled, half
<0,5Cm , sealed, part

AREA
>2,5 Cm. spalled
0,5-2,5 Cm spalled
<0,5 Cm. or sealed

LENGTH
> 2,5 Cm. in depth
1,5 - 2,5 Cm.
1,5 Cm in depth

AREA
Little visible aggr
Wheel track smooth
Occas small patches

AREA
Poor condition
Fair condition
Good condition

LENGTH
Edge loose/missing
Cracked edge jagged
Cracked edge intact

PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
0 X	Water may drain easily from pavement surface				

CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR
	0	3	6 X	9
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	BARELY	OCCASIONALLY	ALWAYS
	0 X	6	12	24

Remarks :

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From [illegible] to [illegible]

Riding Quality 1 ✓ 2 ☐ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
10	9

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly raised/rough
		2	4	10	16	[illegible]
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 ✗	2	5	8	Plastic warping
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>30%	LENGTH
		3	6	15	22	>2,5 Cm. spalled full
		2	4	10	16	[illegible]
	0	1	2	5	8	[illegible]
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>30%	LENGTH
		3	6	15	22	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	DEPTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5 ✗	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	22	Little visible aggr.
		2	4	10	16 ✗	Quite smooth
	0	1	2	5	8	Heavy spill patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	22	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked, some jagged
	0	1	2	5	8	Cracked, mostly intact

DRAINAGE					
PAVEMENT SURFACE DETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 ✗	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	SHALLOW	POOR	VERY POOR	
	0	3	6	9 ✗	
OCCURRENCE OF INUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	USUALLY	
	0 ✗	6	12	24	

Comments :

INVENTORY DATA FORM

Street name : MAIN PUMPHOUSE Section No. : 1

From _____ To _____

Riding Quality 1 [X] 2 [ ] 3 [ ] 4 [ ] 5 [ ]

DISTRESS POINTS — PAVEMENT: 14,75 — DRAINAGE: 10

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1 X	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2 X	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1	2 X	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0 X	1	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1	2 X	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2 X	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3 X	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 X	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERATE	POOR	VERY POOR	
	0	3	6	9 X	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1

From _____ To _____

Riding Quality 1 [ ] 2 [ ] 3 [✓] 4 [ ] 5 [ ]

DISTRESS POINTS	
PAVEMENT	DRAINAGE
12,5	1

CONDITION	EXTENT					SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 ✗	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4 ✗	10	16	With cracking
	0	1	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 ✗	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 ✗	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0 ✗	1	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0 ✗	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheel track smooth
	0	1 ✗	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 ✗	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1 ✗	3	6	12	
	0	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 ✗	3	6	9	
OCCURENCE OF INNUNDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 ✗	6	12	24	

REMARK :

INVENTORY DATA FORM

Street name : [illegible] Section No. : 1
From _____ To _____

Riding Quality 1 ☐ 2 ☑ 3 ☐ 4 ☐ 5 ☐

DISTRESS POINTS	
PAVEMENT	DRAINAGE
7,5	0

CONDITION		EXTENT				SEVERITY
POTHOLES	NONE	0-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 7,5 Cm. in depth
		2	4	10	16	2,5 - 7,5 Cm.
	0	1	2	5	8	<2,5 Cm. in depth
RAVELING/WEATHERING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Highly pitted/rough
		2	4	10	16	Some small hole/pit
	0	1	2	5	8	Minor loss
ALLIGATOR CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Spalled and loose
		2	4	10	16	Spalled and tight
	0	1 X	2	5	8	Hair line
PROFILE DISTORTION	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	With cracks & holes
		2	4	10	16	With cracking
	0	1 X	2	5	8	Plastic weaving
BLOCK CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	> 1 Cm. , spalled
		2	4	10	16	0,5 - 1 Cm. spalled
	0	1 X	2	5	8	< 0,5 Cm. or sealed
TRANSVERSE CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	>2,5Cm spalled,full
		2	4	10	16	0,5-2,5 spalled,half
	0	1 X	2	5	8	<0,5Cm , sealed,part
LONGITUDINAL CRACKING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	>2,5 Cm. spalled
		2	4	10	16	0,5-2,5 Cm spalled
	0	1 X	2	5	8	<0,5 Cm. or sealed
RUTTING	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	> 2,5 Cm. in depth
		2	4	10	16	1,5 - 2,5 Cm.
	0	1	2	5	8	1,5 Cm in depth
EXCESS ASPHALT	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Little visible aggr
		2	4	10	16	Wheal track smooth
	0	1 X	2	5	8	Occas small patches
BITUMINOUS PATCHING	0-1%	1-10%	10-30%	30-60%	>60%	AREA
		3	6	15	24	Poor condition
		2	4	10	16	Fair condition
	0	1	2	5	8	Good condition
EDGE DETERIORATION	0-1%	1-10%	10-30%	30-60%	>60%	LENGTH
		3	6	15	24	Edge loose/missing
		2	4	10	16	Cracked edge jagged
	0	1 X	2	5	8	Cracked edge intact

DRAINAGE					
PAVEMENT SURFACE RETENTION	<10%	10-30%	30-60%	>60%	Percent of Water retained on surface
	1	3	6	12	
	0 X	Water may drain easily from pavement surface			
CONDITION OF GUTTER AND DRAINS CHANNEL OR SIDE DITCH	GOOD	MODERETE	POOR	VERYPOOR	
	0 X	3	6	9	
OCCURENCE OF INNURDATION BY WATER AFTER RAIN	NEVER	RARELY	OCCASIONALLY	ALWAYS	
	0 X	6	12	24	